

2002

**Virginia Department of Transportation
Daily Traffic Volume Estimates
Including Vehicle Classification Estimates**

where available

Jurisdiction Report

89

Stafford County

Prepared By

**Virginia Department of Transportation
Mobility Management Division**

In Cooperation With

**U.S. Department of Transportation
Federal Highway Administration**

Virginia Department of Transportation
Mobility Management Division
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled “Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes” includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled “Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99”.

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management’s Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT’s Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axe Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axe Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

Peak Hour: The estimate of the traffic volume for the 30th highest traffic volume occurring in a one-year period divided by the AADT for the same one-year period.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B Factor based on 30th Highest Hour Observed During Less than 12 Months of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of 30th Highest Hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the Peak Hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is “R”, the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North 	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
	US Route	
	Virginia State Route	
	Secondary Route	

Special Routes

Bus 	Bus - Business Route
Bypas - Bypass Route	
Truck - Truck Route	
ALT 	ALT - Alternate Route
	Wve - Wve Route connector
	P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
	The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation
Mobility Management Division

2002

Annual Average Daily Traffic Volume Estimates By Section of Route
Stafford Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck					QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail									
Stafford County																		
1	0.35	30000	G	97%	0%	2%	0%	0%	0%	F	0.08	F	0.627	31000	G	2002		
1	2.51	13000	G	97%	0%	2%	1%	1%	0%	F	0.082	F	0.608	14000	G	2002		
1	3.05	15000	G	97%	0%	2%	1%	1%	0%	F	0.089	F	0.699	16000	G	2002		
1	2.45	15000	G	97%	0%	2%	1%	1%	0%	F	0.087	F	0.652	16000	G	2002		
1	1.50	18000	G	97%	0%	2%	1%	1%	0%	F	0.091	F	0.650	18000	G	2002		
1	1.32	18000	N	97%	0%	2%	1%	1%	0%	N	0.091	N	0.650	18000	N	2002		
1	1.46	21000	F	97%	0%	2%	1%	1%	0%	F	0.117	F	0.742	21000	F	2002		
1	0.94	21000	N	97%	0%	2%	1%	1%	0%	N	0.117	N	0.742	21000	N	2002		
1	2.33	15000	G	97%	0%	2%	1%	1%	0%	F	0.106	F	0.778	14000	G	2002		
3	Blue and Grey Parkway	0.33	31000	F	93%	1%	1%	1%	4%	0%	F	0.088	F	0.508	33000	F	2002	
3	Kings Hwy	0.82	26000	G	94%	1%	2%	1%	3%	0%	F	0.088	F	0.531	27000	G	2002	
3	Kings Hwy	0.16	18000	N	91%	1%	2%	2%	4%	0%	N	0.096	N	0.573	19000	N	2002	
3	Kings Hwy	5.38	18000	G	91%	1%	2%	2%	4%	0%	C	0.096	F	0.573	19000	G	2002	
3		0.40	19000	G	94%	1%	2%	1%	3%	0%	F	0.09	F	0.587	19000	G	2002	
Bus		0.30	17000	G	94%	1%	2%	1%	2%	0%	F	0.096	F	0.605	18000	G	2002	
Bus		1.26	25000	G	94%	1%	2%	1%	2%	0%	C	0.09	F	0.508	26000	G	2002	
17	95	0.74			See I-95 for directional traffic volume estimates for this segment.													
			Combined Traffic:	140000	G	81%	1%	2%	1%	14%	1%	F	0.064	F		131000	G	
					To	US 17: BUS US 17												
17	Warrenton Rd	3.43	39000	G	79%	1%	2%	1%	16%	1%	F	0.075	F	0.53	39000	G	2002	
17	Warrenton Rd	2.36	23000	G	79%	1%	2%	1%	16%	1%	F	0.075	F	0.508	23000	G	2002	
17	Warrenton Rd	4.24	17000	G	79%	1%	2%	1%	16%	1%	F	0.078	F	0.534	17000	G	2002	
Bus	17	1	0.35	30000	G	97%	0%	2%	0%	0%	0%	F	0.08	F	0.627	31000	G	2002
Bus	17		1.65	30000	G	94%	1%	2%	2%	2%	0%	F	0.083	F	0.632	31000	G	2002
					To	US 1 SR 212 FALMOUTH												
						US 17; I-95												

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Route	Length	AADT	QA	4Tire	Bus	Truck					QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail								
Stafford County																	
North 95	1.25	70000	F	81%	1%	2%	1%	14%	1%	F	0.064	F		70000	F	2002	
Combined Traffic:	140000	G		81%	1%	2%	1%	14%	1%	F	0.064	F		131000	G		
North 95	6.75	62000	G	88%	1%	2%	1%	9%	0%	F	0.077	F		59000	G	2002	
Combined Traffic:	111000	G		88%	1%	2%	1%	9%	0%	F	0.072	F	0.651	108000	G		
North 95	2.90	63000	A	88%	1%	2%	1%	9%	0%	B	0.084	A		60000	A	2002	
Combined Traffic:	125000	A		88%	1%	2%	1%	9%	0%	B	0.080	A	0.512	120000	A		
North 95	4.84	66000	G	88%	1%	2%	1%	9%	0%	F	0.1	F		62000	G	2002	
Combined Traffic:	118000	G		88%	1%	2%	1%	9%	0%	F	0.1	F		115000	G		
South 95	1.26	70000	G	81%	1%	2%	1%	14%	1%	F	0.089	F		61000	G	2002	
Combined Traffic:	140000	G		81%	1%	2%	1%	14%	1%	F	0.064	N		131000	G		
South 95	6.99	49000	G	87%	1%	2%	1%	9%	0%	F	0.092	F		49000	G	2002	
Combined Traffic:	111000	G		88%	1%	2%	1%	9%	0%	F	NA			108000	G		
South 95	3.23	62000	A	87%	1%	2%	1%	9%	0%	A	0.09	A		59000	A	2002	
Combined Traffic:	125000	A		88%	1%	2%	1%	9%	0%	B	NA			120000	A		
South 95	4.06	52000	G	87%	1%	2%	1%	9%	0%	F	0.096	F		52000	G	2002	
Combined Traffic:	118000	G		88%	1%	2%	1%	9%	0%	F	0.1	F		115000	G		
From	US 1 Falmouth																
212	1.51	15000	G	91%	1%	3%	2%	3%	0%	F	0.082	F	0.545	16000	G	2002	
To	SR 218																
From	SR 3 East of Fredericksburg																
218	0.59	17000	G	96%	1%	2%	0%	1%	0%	F	0.094	F	0.510	17000	G	2002	
To	W 89-607																
218	2.07	7000	G	96%	1%	2%	0%	1%	0%	F	0.097	F	0.527	6900	G	2002	
To	89-606																
218	2.05	7000	N	96%	1%	2%	0%	1%	0%	N	0.097	N	0.527	6900	N	2002	
To	89-603 White Oak School																
218	2.09	5400	G	96%	1%	2%	0%	1%	0%	F	0.101	F	0.522	5300	G	2002	
To	King George County Line																
From	SR 218; 89-602																
600	Bethel Church Rd	1.70	1000	R										NA			10/17/2000
To	89-712 Wood Landing Rd													NA			10/17/2000
600	Bethel Church Rd	1.30	340	R										NA			10/17/2000
To	King George County Line																
From	SR 3 W; Kings Hwy													NA			09/27/2000
601	Forest Lane Rd	1.17	1100	R										NA			09/27/2000
To	89-604 McCarty Rd													NA			09/27/2000
601	Forest Lane Rd	1.28	870	R										NA			09/27/2000
To	89-603 Caisson Rd																
From	89-603 Caisson Road																
601	Hollywood Farm Rd	2.68	140	R										NA			09/27/2000
To	SR 3 E; Kings Hwy																

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						2Axle	3+Axle	1Trail	2Trail										
Stafford County																			
(602) Rufus Rd	0.10	120	R			From	SR 218; 89-600						NA			NA	10/17/2000		
(602) Chapel Green Rd	1.00	550	R			To	89-690						NA			NA	10/17/2000		
(602) Chapel Green Rd	0.53	250	R			From	89-613						NA			NA	10/17/2000		
(603)	3.60	920	G			From	SR 3						C	0.099	F	0.586	920	G	2002
(603)	1.63	460	R			To	SR 218						NA			NA	1997		
(603)						From	89-604 West												
(603)						From	89-604 East						NA			NA	1997		
(603)	0.12	350	R			To	89-1164						NA			NA	1997		
(603)	0.68	210	R			To	Dead End						NA			NA	1997		
(604) Belle Plains Rd	2.70	420	R			From	Dead End						NA			NA	10/17/2000		
(604) Belle Plains Rd	0.03	740	R			To	89-603 NORTH						NA			NA	10/17/2000		
(604) Belle Plains Rd	1.83	1900	G			From	89-603 SOUTH						NA			NA	10/17/2000		
(604) McCarty Rd	2.72	200	R			To	SR 218 White Oak Rd						NA			NA	10/17/2000		
(605)	1.50	620	R			From	SR 218						NA			NA	08/23/2000		
(605)	1.40	40	R			To	89-678						NA			NA	08/23/2000		
(605)						To	Dead End												
(606) Ferry Rd	1.39	9900	G			From	SR 3 Kings Hwy						C	0.094	F	0.618	10000	G	2002
(606) Ferry Rd						To	89-682 Colebrook Rd												
(606) Ferry Rd	0.80	4600	G			From	Functional Class Change						F	0.098	F	0.53	4500	G	2002
(606) Ringgold Rd	0.70	1500	G			To	SR 218 White Oak Rd												
(606) Ringgold Rd						From	96% 2% 2% 0% 0% 0%						C	0.098	F	0.627	1600	G	2002
(606) Boscobel Rd	0.03	150	R			To	89-608 W; Brooke Rd						NA			NA	1993		
(606) Boscobel Rd	0.27	210	R			From	89-608 E; Brooke Rd						NA			NA	08/14/2000		
(606)						To	0.03 MN 89-608												
(606)	0.61	150	R			From	0.30 MS 89-608						NA			NA	1993		
(606)	0.10	1000	R			To	89-1372						NA			NA	1997		
(606)	0.13	10	R			From	89-1373						NA			NA	1997		
(606)						To	Cul-de-Sac												
(607) Cambridge St	0.06	1400	R			From	US 1 Jefferson Davis Hwy						NA			NA	1994		
(607) King St	0.10	4900	R			To	89-1001 Washington St						NA			NA	1994		
(607) King St						To	89-1003 Gordon St												

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						2Axle	3+Axle	1Trail	2Trail							
Stafford County																
(607) River Rd	1.42	3800	R			From 89-1003 Gordon St					NA	NA	1994			
						To SR 3 BUS W; Kings Hwy	SR 3 BUS MID									
(607) Naomi Rd	0.52	750	R			From SR 3 BUS EAST					NA	NA	1994			
						To SR 3 BUS E; Kings Hwy										
(607) Cool Spring Rd	0.90	9500	G	97%	0%	1%	1%	0%	0%	F	0.090	F	0.51	9500	G	2002
						To SR 218 White Oak Rd										
(607) Deacon Rd	1.55	12000	G	97%	0%	1%	1%	0%	0%	C	0.095	F	0.513	12000	G	2002
						To 89-626 Leeland Rd										
(607) Deacon Rd	1.08	3600	G	97%	0%	1%	1%	0%	0%	F	0.104	F	0.527	3800	G	2002
						To 89-608 Brooke Rd										
						From 89-605 New Hope Church Rd										
(608) Brooke Rd	0.24	860	R								NA	NA	1997			
						To 89-606 W; Ringgold Rd										
(608) Brooke Rd	2.75	2000	G	98%	0%	1%	0%	0%	0%	C	0.119	F	0.563	2100	G	2002
						To .74 M FRM 89-1049 Smith St										
(608) Brooke Rd	2.46	1400	G	98%	0%	1%	0%	0%	0%	F	0.103	F	0.636	1400	G	2002
						To 89-628 Eskimo Hill Rd										
(608) Brooke Rd	4.59	1100	G	98%	0%	1%	0%	0%	0%	F	0.089	F	0.556	1100	G	2002
						To 89-621 Marlborough Pt Rd										
(608) Brooke Rd	0.70	430	R			From 89-621 Marlborough Pt Rd					NA	NA	1997			
						To 89-685 Thorny Rd										
(608) Brooke Rd	0.50	80	R			From Dead End					NA	NA	08/23/2000			
						To Cul-de-Sac										
(609) Raven Rd	2.30	30	R			From Cul-de-Sac					NA	NA	08/23/2000			
						To 89-608 Brooke Rd										
						From Fauquier County Line										
(610) Garrisonville Rd	2.94	4100	G	94%	1%	1%	3%	1%	0%	F	0.103	F	0.613	4100	G	2002
						To 89-644 Hill Church Rd										
(610) Garrisonville Rd	2.69	7800	G	94%	1%	1%	3%	1%	0%	F	0.093	F	0.551	7700	G	2002
						To 89-643 Joshua Rd										
(610) Garrisonville Rd	1.87	15000	G	94%	1%	1%	3%	1%	0%	F	0.09	F	0.627	15000	G	2002
						To 89-648 Shelton Shop Rd										
(610) Garrisonville Rd	1.01	31000	G	94%	1%	1%	3%	1%	0%	C	0.085	F	0.613	30000	G	2002
						To 89-1216 Kingsland Dr										
(610) Garrisonville Rd	0.72	38000	G	94%	1%	1%	3%	1%	0%	F	0.084	F	0.621	38000	G	2002
						To 89-1262 Travis La										
(610) Garrisonville Rd	1.40	43000	G	94%	1%	1%	3%	1%	0%	F	0.081	F	0.565	42000	G	2002
						To RAMP TO I-95										
(610)	0.21	49000	G	94%	1%	1%	3%	1%	0%	F	0.081	F	0.534	49000	G	2002
						To US 1 Jefferson Davis Hwy										
(610)	0.24	60	R			From US 1 SOUTH					NA	NA	10/31/2000			
						To US 1 NORTH										
						From 89-637 Telegraph Rd										
(611) Widewater Rd	1.33	2400	G	97%	0%	2%	0%	1%	0%	C	0.084	F	0.635	2400	G	2002
						To 89-758 EAST										
(611) Widewater Rd	1.51	1700	G	97%	0%	2%	0%	1%	0%	F	0.08	F	0.628	1700	G	2002
						To 89-635 Decatur Rd										
(611) Widewater Rd	0.94	470	G	97%	0%	2%	0%	1%	0%	F	0.085	F	0.646	460	G	2002
						To Dead End										

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						2Axle	3+Axle	1Trail	2Trail								
Stafford County																	
(612) Hartwood Rd	2.75	2800	G	96%	0%	3%	1%	1%	0%	C	0.095	F	0.545	2800	G	2002	
(612) Hartwood Rd	1.00	1500	G	96%	0%	3%	1%	1%	0%	F	0.091	F	0.509	1500	G	2002	
(612) Hartwood Rd	3.25	860	G	96%	0%	3%	1%	1%	0%	F	0.091	F	0.618	850	G	2002	
(612) Heflin Rd	0.44	270	R											NA	NA	06/21/2000	
(612) Heflin Rd	0.76	310	R											NA	NA	06/21/2000	
(612)	1.20	940	R											NA	NA	06/21/2000	
(612) Tacketts Mill Rd	0.56	1500	R											NA	NA	06/21/2000	
(613)	0.37	100	R											NA	NA	1997	
(614) Spotted Tavern Rd	2.55	190	R											NA	NA	07/06/2000	
(614) Cropp Rd	0.30	640	R											NA	NA	07/06/2000	
(614) Cropp Rd	0.81	470	R											NA	NA	07/06/2000	
(615) Mill Rd	2.00	360	R											NA	NA	07/06/2000	
(615) Skyline Dr	1.80	250	R											NA	NA	07/06/2000	
(616) Poplar Rd	2.76	4000	G	94%	1%	3%	1%	1%	0%	C	0.090	F	0.592	4000	G	2002	
(616) Poplar Rd	4.00	2000	G	94%	1%	3%	1%	1%	0%	F	0.086	F	0.547	2000	G	2002	
(616) Poplar Rd	0.83	2000	G	94%	1%	3%	1%	1%	0%	F	0.091	F	0.59	2000	G	2002	
(616) Poplar Rd	1.05	1100	G	94%	1%	3%	1%	1%	0%	F	0.093	F	0.581	1100	G	2002	
(616) Poplar Rd	0.14	1200	G	94%	1%	3%	1%	1%	0%	F	0.095	F	0.635	1200	G	2002	
(616) Poplar Rd	1.04	910	R											NA	NA	1997	
(617) Rockdale Rd	0.52	170	R											NA	NA	1997	
(618) Falls Run Dr	0.35	1800	R											NA	NA	1997	
(619) Montague Lp	0.41	30	R											NA	NA	1997	

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
Stafford County																	
(620)	0.24	130	R			From	Dead End					NA			NA	1997	
						To	89-608										
(621) Marlborough Rd	2.05	430	R			From	89-608 Brooke Rd					NA			NA	1994	
						To	89-703										
(621)	0.20	330	R			From	89-681					NA			NA	1997	
						To	89-681 Indian Point Rd										
(621)	0.30	50	R			From	Dead End					NA			NA	1997	
						To	89-626										
(622)	0.14	970	R			From	89-1029 EAST					NA			NA	1994	
						To	89-1030									08/16/2000	
(622)	1.33	290	R			From	Dead End					NA			NA	1997	
						To	89-627 Forbes St										
(623) Harrell Rd	0.80	4500	R			From	89-1027 Woodlawn Dr					NA			NA	1994	
						To	89-626 Leeland Rd										
(624) Morton Rd; Layhill Rd	1.78	3200	G	97%	0%	2%	0%	1%	0%	C	0.104	F	0.511	3400	G	2002	
						To	US 1										
(625) Leeland Rd	0.90	270	R			From	Dead End					NA			NA	1997	
						To	89-626 Potomac Run Rd										
(626) Leeland Rd	1.53	4500	G	96%	0%	2%	1%	1%	0%	C	0.109	F	0.628	4800	G	2002	
						To	89-624 Morton Rd										
(626) Leeland Rd	0.54	1800	G	96%	0%	2%	1%	1%	0%	F	0.094	F	0.554	1700	G	2002	
						To	89-625 Leeland Rd										
(626) Potomac Run Rd	2.33	1400	G	96%	0%	2%	1%	1%	0%	F	0.112	F	0.656	1400	G	2002	
						To	89-628 Eskimo Hill Rd										
(627) Forbes St	2.08	4700	G	98%	0%	1%	0%	0%	0%	C	0.096	F	0.541	5000	G	2002	
						To	89-624 Gap Terminus										
(627) Mountain View Rd	1.01	3800	G	98%	0%	1%	0%	0%	0%	F	0.084	F	0.55	3800	G	2002	
						To	89-746 Ravenwood Dr										
(627) Mountain View Rd	3.69	2200	G	98%	0%	1%	0%	0%	0%	F	0.089	F	0.503	2200	G	2002	
						To	89-651										
(627) Mountain View Rd	2.27	2900	G	98%	0%	1%	0%	0%	0%	F	0.09	F	0.568	2800	G	2002	
						To	89-648 N; Shelton Shop Rd										
(627) Mountain View Rd	2.54	2900	G	98%	0%	1%	0%	0%	0%	F	0.086	F	0.567	2800	G	2002	
						To	89-643 Joshua Rd										
(627) Mountain View Rd	1.76	2900	G	98%	0%	1%	0%	0%	0%	F	0.091	F	0.642	2900	G	2002	
						To	89-616 Poplar Rd										
(628) Winding Creek Rd	0.14	1500	R			From	89-648 Shelton Shop Rd					NA			NA	1997	
						To	89-1282 Glenwood Ave										
(628) Winding Creek Rd	0.13	1500	R			From	89-1284					NA			NA	1997	
						To	89-709 Flatford Rd										

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Route	Length	AADT	QA	4Tire	Bus	Truck					QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail								
Stafford County																	
(628) Winding Creek Rd	0.56	1600	R			From	89-709 Flatford Rd						NA			NA	1997
(628) Winding Creek Rd	0.60	2400	R			To	89-733 Embrey Mill Rd						NA			NA	1997
(628) Ramoth Church Rd	1.76	1500	G	95%		1%	3%	1%	1%	0%	F	0.088	F	0.728	1500	G	2002
(628) Ramoth Church Rd	3.10	1800	G	95%		1%	3%	1%	1%	0%	F	0.092	F	0.593	1800	G	2002
(628) Eskimo Hill Rd	1.77	3000	G	95%		1%	3%	1%	1%	0%	F	0.095	F	0.638	3000	G	2002
(628) Eskimo Hill Rd	1.20	1700	G	95%		1%	3%	1%	1%	0%	C	0.089	F	0.603	1600	G	2002
(628) Andrew Chapel Rd	0.89	2300	G	97%		0%	2%	1%	0%	0%	C	0.091	F	0.538	2300	G	2002
(630) Courthouse Rd	4.00	11000	G	92%		4%	3%	1%	1%	0%	F	0.091	F	0.62	10000	G	2002
(630) Courthouse Rd	0.86	16000	G	95%		0%	2%	2%	1%	0%	C	0.079	F	0.508	16000	G	2002
(630) Courthouse Rd	2.63	7400	G	92%		4%	3%	1%	1%	0%	C	0.131	F	0.701	7300	G	2002
(630) Courthouse Rd	0.95	540	R			To	89-629 Andrew Chapel Rd						NA			NA	1997
(630) Courthouse Rd	0.65	220	R			From	89-666 Aquia Creek Rd						NA			NA	1997
(631) Bells Hill Rd	0.12	1800	R			To	Dead End										
(631) Bells Hill Rd	1.56	350	R			From	US 1 SOUTH						NA			NA	1997
(631) Coal Landing Rd	1.05	500	R			To	89-1307 Oak Dr						NA			NA	1997
(632)	0.41	100	R			From	US 1 NORTH						NA			NA	08/23/2000
(633)	2.10	430	R			To	Dead End						NA			NA	07/27/2000
(634)	0.51	140	R			From	89-658						NA			NA	1997
(635) Decatur Rd	1.20	1100	G	97%		0%	2%	1%	1%	0%	C	0.088	F	0.667	1100	G	2002
(635) Decatur Rd	0.30	980	R			To	89-658 Brent Point Rd						NA			NA	08/07/2000
(635) Decatur Rd	0.20	390	R			From	89-661 Norman Rd						NA			NA	08/07/2000
(635) Decatur Rd	1.00	300	R			To	89-719 William & Mary La						NA			NA	08/07/2000
						To	1.00 MW 89-719										

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Route	Length	AADT	QA	4Tire	Bus	Truck					QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail									
Stafford County																		
(635) Decatur Road	0.25	80	R			From	1.00	MW	89-719							NA	NA	08/07/2000
						To	Dead End											
(636)	0.04	250	R			From	Dead End									NA	NA	1997
						To	89-705											
(637) Telegraph Rd	1.30	2100	G	97%	0%	1%	1%	1%	0%		F	0.084	F	0.601	2200	G	2002	
						From	US 1 S; Jefferson Davis Hwy											
(637) Telegraph Rd	1.32	930	G	97%	0%	1%	1%	1%	0%		F	0.107	F	0.514	920	G	2002	
						From	0.83 MN 89-639											
(637) Telegraph Rd	0.53	3300	G	97%	0%	1%	1%	1%	0%		C	0.091	F	0.655	3200	G	2002	
						From	89-611 Widewater Rd											
(637) Telegraph Rd	0.40	710	R			From	US 1 N; Jefferson Davis Hwy								NA	NA	07/27/2000	
						To	USMC BNRY											
(638) Little Forest Church Rd	0.19	190	R			From	US 1; Jefferson Davis Hwy								NA	NA	1997	
						To	Dead End											
(639) Woodstock La	0.18	640	R			From	US 1; Jefferson Davis Hwy								NA	NA	1997	
						To	89-637 Telegraph Rd											
(640)	0.23	70	R			From	Dead End								NA	NA	1997	
						To	89-627											
(641) Onville Rd	1.20	7800	G	97%	1%	1%	1%	1%	0%		C	0.090	F	0.718	7700	G	2002	
						From	Dead End											
						To	89-610 Garrisonville Rd											
(642) Barrett Heights Rd	0.70	1700	R			From	89-610 Garrisonville Rd								NA	NA	1997	
						To	89-641 N; Onville Rd											
(642) Evans	0.35	130	R			From	89-641 S; Onville Rd								NA	NA	1997	
						To	Dead End											
(643) Joshua Rd	0.97	2200	R			From	89-627 Mountain View Rd								NA	NA	07/06/2000	
						To	89-1248 Greenleaf Terr											
(643) Joshua Rd	1.33	3200	R			From	89-610 Garrisonville Rd								NA	NA	07/06/2000	
						To	89-627 Mountain View Rd											
(644) Rock Rd/Hill Church Rd	2.74	1800	G	96%	0%	3%	0%	1%	0%		C	0.084	F	0.539	1700	G	2002	
						From	89-610 Garrisonville Rd											
						To	89-646 Tacketts Mill Rd											
(645) Dunbar Dr	1.50	500	R			From	89-644 Rock Rd								NA	NA	06/21/2000	
						To	89-612 Heflin Rd											
(646) Tacketts Mill Rd	0.80	730	R			From	89-645 Dunbar Dr								NA	NA	06/21/2000	
						To	89-616 Poplar Rd											
(646) Tacketts Mill Rd	0.70	680	R			From	Dead End								NA	NA	06/21/2000	
						To	89-626 Leeland Rd											
(647) Clift Farm Rd	0.80	170	R			From	89-616 Poplar Rd								NA	NA	1997	
						To	89-627 S; Mountain View Rd											
(648) Stefaniga Rd	3.57	1000	R			From	89-616 Poplar Rd								NA	NA	08/23/2000	
						To	89-627 S; Mountain View Rd											

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						2Axle	3+Axle	1Trail	2Trail								
Stafford County																	
(648) Shelton Shop Rd	0.64	7800	G	89%	1%	2%	6%	2%	0%	F	0.084	F	0.652	7700	G	2002	
				From	89-627 N: Mountain View Rd												
(648) Shelton Shop Rd	1.35	8400	G	89%	1%	2%	6%	2%	0%	C	0.085	F	0.566	8300	G	2002	
				To	89-630 Courthouse Rd												
				From	89-610 Garrisonville Rd												
(649) Richland Rd	1.90	420	R			From	US 17 Warrenton Rd						NA		NA	07/06/2000	
				To	89-612 Hartwood Rd												
(650) Mt Olive Rd	2.79	260	R			From	89-651 Kellogg Mill Rd						NA		NA	1997	
				To	89-616 Poplar Rd												
(651) Kellogg Mill Rd	3.86	1400	R			From	89-616 Poplar Rd						NA		NA	08/09/2000	
				To	89-627 Mountain View Rd												
(651)	0.40	1700	G	94%	1%	2%	2%	1%	0%	C	0.082	F	0.508	1700	G	2002	
				From	89-628 Ramoth Church Rd												
(651) Accokeek Furnace Rd	0.40	160	R			To	Dead End						NA		NA	08/23/2000	
				From	US 1 Jefferson Davis Hwy												
(652) Truslow Rd	1.32	1200	G	98%	0%	2%	0%	0%	0%	C	0.099	F	0.523	1300	G	2002	
				To	.67 M FRM 89-1013												
(652) Truslow Rd	0.60	1300	G	98%	0%	2%	0%	0%	0%	F	0.099	F	0.608	1300	G	2002	
				To	89-763 Beagle Rd												
(652) Truslow Rd	1.21	910	G	98%	0%	2%	0%	0%	0%	F	0.099	F	0.599	910	G	2002	
				To	89-753 Enon Rd												
(652) Truslow Rd	3.63	270	R			From	89-616 Poplar Rd						NA		NA	08/21/2000	
				To	89-616 Poplar Rd												
(653) Hulls Chapel Rd	1.00	70	R			From	Dead End						NA		NA	08/21/2000	
				To	1.00 ME Dead End												
(653) Hulls Chapel Rd	0.80	370	R			To	89-753 Enon Rd						NA		NA	1997	
				From	89-655 Holly Corner Rd												
(654) Rocky Run Rd	2.13	130	R			To	2.13 MS 89-655						NA		NA	08/21/2000	
				From	89-656 Greenbank Rd								NA		NA	08/21/2000	
(654) Greenbank Rd	0.85	1600	G	98%	1%	2%	0%	0%	0%	C	0.144	F	0.847	1600	G	2002	
				To	US 17 Warrenton Rd												
(654) Berea Church Rd	1.33	1500	R			To	89-652 Truslow Rd						NA		NA	08/21/2000	
				From	Dead End												
(655) Holly Corner Rd	2.77	150	R			To	89-654 Rocky Run Rd						NA		NA	08/21/2000	
				From	US 17 Warrenton Rd								NA		NA	08/21/2000	
(655) Holly Corner Rd	2.05	1200	R			To	Dead End						NA		NA	08/21/2000	
				From	Dead End												
(656) Greenbank Rd	0.83	150	R			To	89-670 Sanford Dr						NA		NA	1997	
				From	89-654 Rocky Run												
(656) Greenbank Rd	0.57	1100	G	98%	0%	1%	0%	0%	0%	C	0.175	F	0.874	1100	G	2002	
				To	89-1078												
(657) Musselman Rd	0.35	180	R			From	Dead End						NA		NA	07/31/2000	
				To	89-1078												

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						2Axle	3+Axle	1Trail	2Trail									
Stafford County																		
(657) Musselman Rd	0.07	920	R			From	89-1078					NA		NA	NA	07/31/2000		
(657) Musselman Rd	0.07	1500	R			To	89-1076					NA		NA	NA	07/31/2000		
(657) Musselman Rd	0.14	40	R			From	89-1034					NA		NA	NA	07/31/2000		
(658) Brent Point Rd	0.10	370	R			To	Dead End											
(658) Brent Point Rd	1.68	120	R			From	89-635 Decatur Rd					NA		NA	NA	07/27/2000		
(658) Brent Point Rd	3.20	400	R			To	89-692 Quarry Rd					NA		NA	NA	1997		
(658) Brent Point Rd						From	89-633 Arkendale Rd											
(659)	0.30	1700	G			To	Dead End											
(659)						From	89-610					C	0.156	F	0.822	1700	G	2002
(659)	1.16	390	R			To	89-711					NA		NA	NA	1997		
(660)						To	Dead End											
(660)	0.35	280	R			From	US 1					NA		NA	NA	1997		
(661)						To	Dead End											
(661)	1.10	300	R			From	89-635					NA		NA	NA	08/07/2000		
(662) Stony Hill Rd	2.90	710	R			To	89-612 Hartwood Rd					NA		NA	NA	07/06/2000		
(662) Stony Hill Rd						From	89-616 Poplar Rd											
(663) Coakley La	0.30	40	R			To	Dead End					NA		NA	NA	07/27/2000		
(663) Coakley La						From	89-655 Holly Corner Rd											
(665) Clarion Dr	0.08	180	R			To	89-1655 S; Brown Cir					NA		NA	NA	1997		
(665) Clarion Dr						From	89-1656 Donna Dale Dr											
(665) Clarion Dr	0.06	340	R			To	89-1655 N; Brown Cir					NA		NA	NA	1997		
(665) Clarion Dr						From	89-1655 N; Brown Cir											
(665) Clarion Dr	0.05	530	R			To	89-1651 Redskin Dr					NA		NA	NA	1997		
(665) Clarion Dr						From	89-1651 Redskin Dr											
(665) Clarion Dr	0.07	640	R			To	89-1650 Melanie Hollow La					NA		NA	NA	1997		
(665) Clarion Dr						From	89-1650 Melanie Hollow La											
(665) Clarion Dr	0.11	740	R			To	0.12 MN 89-1650					NA		NA	NA	1997		
(665) Clarion Dr						From	89-1193 Ashbury Dr											
(665) Clarion Dr	0.25	1100	R			To	89-606 Ferry Rd					NA		NA	NA	1997		
(666) Aquia Creek Rd	1.75	280	R			From	89-630 Courthouse Rd					NA		NA	NA	1997		
(666) Aquia Creek Rd						To	Dead End											
(667) Willow Landing Rd	0.78	380	R			From	89-687 Hope Rd					NA		NA	NA	1997		
(667) Willow Landing Rd						To	Dead End											

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year				
						2Axle	3+Axle	1Trail	2Trail											
Stafford County																				
(668) Little Falls Rd	0.58	100	R			From	SR 3 Kings Hwy					NA				NA	1997			
						To	Dead End													
(669) Little Whim Rd	1.20	1700	G	97%	1%	1%	0%	0%	0%	C	0.107	F	0.545	1700	G	2002				
						From	SR 218 White Oak Rd					To	89-608 Brooke Rd							
(670) Sanford Dr	2.11	1500	G	98%	0%	1%	0%	0%	0%	C	0.149	F	0.763	1500	G	2002				
						From	89-656 Greenbank Rd					To	US 17 Warrenton Rd							
(670)	0.30	2900	R			From	US 17									NA	09/11/2000			
						To	89-1050													
(671) Van Horn La	0.76	1000	R			From	89-644 Hill Church Rd									NA	1997			
						To	89-1723 Hillcrest Dr													
(671) Van Horn La	0.09	900	R			From	89-1723 Hillcrest La									NA	1997			
						To	89-1727 Woodland Dr													
(671) Van Horn La	0.10	560	R			From	89-1728 Lakeview Dr									NA	1997			
						To	Dead End													
(672) Reids Rd	0.20	10	R			From	89-630 Courthouse Rd									NA	08/23/2000			
						To	Dead End													
(673) Lorenzo Dr	0.72	200	R			From	Dead End									NA	09/27/2000			
						To	89-603													
(674)	0.17	40	R			From	SR 218									NA	10/02/2000			
						To	Dead End													
(675) Toluca Rd	0.80	350	R			From	89-610 Garrisonville Rd									NA	1997			
						To	Dead End													
(676) Cranes Corner Rd	1.32	330	R			From	US 1 Jefferson Davis Hwy									NA	1997			
						To	Cul-de-Sac													
(677) Mount Hope Church Rd	0.89	170	R			From	Dead End									NA	08/23/2000			
						To	0.90 ME Dead End													
(677) Mount Hope Church Rd	0.21	150	R			From	89-608 Brooke Rd									NA	1997			
						To	Dead End													
(678) Camp Selden Rd	0.80	310	R			From	89-604 Belle Plains Rd									NA	1997			
						To	89-605 New Hope Church Rd													
(679)	0.08	10	R			From	Dead End									NA	1997			
						To	89-1416													
(679)	0.87	4700	R			From	89-684									NA	1997			
						To	Dead End													
(680)	0.04	70	R			From	89-743									NA	1997			
						To	89-686									NA	1997			
(680)	0.06	260	R			From	89-708									NA	1997			
						To	89-708													

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						2Axle	3+Axle	1Trail	2Trail							
Stafford County																
(680)	0.06	540	R			From	89-708					NA		NA	NA	1997
(680)	0.07	670	R			To	89-740					NA		NA	NA	1997
(681)	0.61	240	R			To	SR 3					NA		NA	NA	1997
(682) Colebrook Rd	1.58	1400	R			From	89-606 Ferry Rd					NA		NA	NA	09/18/2000
(683)	0.13	80	R			To	89-604 McCarty Rd					NA		NA	NA	1997
(684) Mine Rd	0.58	3000	R			From	89-690					NA		NA	NA	07/10/2000
(684) Mine Rd	1.20	13000	R			To	Cul-de-Sac					NA		NA	NA	07/10/2000
(684) Staffordborough Blvd	0.61	5800	R			From	89-1486					NA		NA	NA	07/10/2000
(685) Thorny Rd	0.50	80	R			To	89-1478					NA		NA	NA	1997
(685)	1.00	120	R			From	89-610 Garrisonville Rd					NA		NA	NA	1997
(685)						To	Dead End					NA		NA	NA	1997
(686)	0.14	110	R			From	Cul-de-Sac					NA		NA	NA	1997
(686)						To	89-608 Brooke Rd					NA		NA	NA	1997
(687) Hope Rd	1.38	4300	G			From	89-608					NA		NA	NA	1997
(687) Hope Rd	1.85	1300	G			To	US 1; 89-631					C	0.092	F	0.643	4300
(687) Hope Rd						From	89-1301					F	0.105	F	0.6	1300
(688) Hamn La	0.40	150	R			To	Dead End					NA		NA	NA	1997
(689) Hidden Springs Rd	0.14	390	R			From	89-630 Courthouse Rd					NA		NA	NA	1997
(689) Hidden Springs Rd	0.31	100	R			To	89-687 Hope Rd					NA		NA	NA	1997
(690) Chapel Green Rd	0.15	500	R			From	89-1306					NA		NA	NA	1997
(690) Sandy Ridge Rd	0.55	250	R			To	Dead End					NA		NA	NA	1997
(690) Sandy Ridge Rd	0.80	120	R			From	89-602 Chapel Green Rd					NA		NA	NA	1997
(690)	0.33	60	R			To	SR 218 White Oak Rd					NA		NA	NA	1997
(690)						From	89-683 Sandy Ridge Ct					NA		NA	NA	1997
(690)						To	0.80 MN 89-683					NA		NA	NA	10/02/2000
(691) Storck Rd	2.08	290	R			From	Dead End					NA		NA	NA	07/06/2000
(691)						To	US 17 Warrenton Rd					NA		NA	NA	
(691)						From	89-612 Hartwood Rd					NA		NA	NA	

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Route	Length	AADT	QA	4Tire	Bus	Truck	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail				
Stafford County													
(692) Quarry Rd	0.75	180	R			From Dead End				NA		NA	1997
(692) Quarry Rd	0.25	300	R			To 0.75 M NE Dead End				NA		NA	08/07/2000
(693)	0.15	90	R			To SR 3				NA		NA	1997
(694)	0.36	150	R			From Dead End				NA		NA	08/16/2000
(695)	0.09	40	R			To US 17				NA		NA	1997
(696) Ebenezer Church Rd	0.50	370	R			From 89-641 Onville Rd				NA		NA	1997
(697) Derrick Lane	0.35	100	R			To Dead End				NA		NA	10/02/2000
(698)	0.20	250	R			From US 17 BUS				NA		NA	1997
(699)	0.13	1400	R			To Dead End				NA		NA	07/31/2000
(700)	0.62	100	R			From Cul-de-Sac				NA		NA	1999
(700)	0.88	2400	R			To 89-700				NA		NA	1997
(700)	0.25	530	R			From 89-1706				NA		NA	1997
(702) Wyche Rd	0.80	1800	R			To US 17				NA		NA	1997
(702) Wyche Rd	0.80	1800	R			From 89-699				NA		NA	1997
(703)	0.50	80	R			To Dead End				NA		NA	08/23/2000
(704)	0.16	40	R			From 89-621				NA		NA	1997
(704)	0.16	40	R			To US 17 SOUTH				NA		NA	1997
(705) Hartwood Church Rd	0.12	3400	G	95%	1%	3%	1%	1%	0%	C	0.083	F	0.584
(705) Hartwood Church Rd	0.12	3400	G	To 89-612 Hartwood Rd						3400	G	2002	
(705) Hartwood Church Rd	0.28	580	R			From 89-612 Hartwood Church Rd				NA		NA	07/06/2000
(706)	0.45	20	R			To US 17 WEST				NA		NA	1997
(706)	0.08	30	R			From US 17 WEST				NA		NA	1997
(707) Dent Rd	0.66	280	R			To 89-736				NA		NA	1997
(707) Dent Rd	0.66	280	R			From US 17 EAST				NA		NA	1997
(707) Dent Rd	0.66	280	R			To 89-630 Courthouse Rd				NA		NA	1997
(707) Dent Rd	0.66	280	R			To Dead End				NA		NA	1997

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Stafford County																
(708)	0.15	110	R			From	89-744					NA		NA	NA	1997
						To	89-680									
(709)	0.40	1200	R			From	89-628					NA		NA	NA	1997
						To	Dead End									
(710)	0.40	60	R			From	Dead End					NA		NA	NA	1997
						To	0.25 MN Dead End									
(710)	0.21	200	R			From	SR 218					NA		NA	NA	10/02/2000
						To	Dead End									
(711) Juggins Rd	0.40	20	R			From	0.40 MS Dead End					NA		NA	NA	10/02/2000
						To	89-659 Doc Stone Rd									
(712) Wood Landing Rd	1.00	470	R			From	89-600 Bethel Church Rd					NA		NA	NA	1997
						To	1.00 MN 89-600									
(712)	0.90	200	R			From	Dead End					NA		NA	NA	1997
						To	SR 3									
(713)	0.10	890	R			From	89-714					NA		NA	NA	1997
						To	89-715									
(713)	0.07	850	R			From	39-716					NA		NA	NA	1997
						To	89-716									
(713)	0.07	550	R			From	89-717					NA		NA	NA	1997
						To	89-730									
(714)	0.16	50	R			From	89-713					NA		NA	NA	1997
						To	89-715									
(715)	0.09	60	R			From	89-713					NA		NA	NA	1997
						To	89-714									
(715)	0.05	20	R			From	Dead End					NA		NA	NA	1997
						To	Dead End									
(716)	0.10	50	R			From	Dead End					NA		NA	NA	1997
						To	89-730									
(716)	0.20	360	R			From	89-713					NA		NA	NA	1997
						To	89-713									
(716)	0.09	80	R			From	89-718					NA		NA	NA	1997
						To	89-730									
(717)	0.23	40	R			From	89-713					NA		NA	NA	1997
						To	89-718									

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Stafford County																
(718)	0.07	10	R			From	89-716					NA		NA	NA	1997
(718)	0.03	8	R			To	89-717					NA		NA	NA	1997
(719)	0.40	150	R			To	Dead End					NA		NA	NA	08/07/2000
(720)	0.60	960	R			From	89-635					NA		NA	NA	1997
(720)						To	89-642					NA		NA	NA	1997
(721) Old Concord Rd	1.12	1300	R			From	89-687 Hope Rd					NA		NA	NA	1997
(722) Paul Hill jRd	0.30	110	R			To	Dead End					NA		NA	NA	10/02/2000
(723) Jacobs La	0.60	90	R			From	89-604 Belle Plains Rd					NA		NA	NA	08/21/2000
(724) Clark Patton Rd	0.95	350	R			To	Dead End					NA		NA	NA	1997
(725)	0.40	40	R			From	US 17					NA		NA	NA	08/21/2000
(726) Hall La	0.30	220	R			To	Dead End					NA		NA	NA	1997
(727) Monroe Farm Rd	0.70	110	R			From	89-655 Holly Corner Rd					NA		NA	NA	10/02/2000
(728)	0.01	170	R			To	Dead End					NA		NA	NA	1997
(728)	1.30	110	R			From	0.01 MN 89-611					NA		NA	NA	07/01/2000
(730)	0.17	50	R			To	Dead End					NA		NA	NA	1997
(730)	0.30	400	R			From	89-717					NA		NA	NA	1997
(730)	0.05	380	R			To	89-713					NA		NA	NA	1997
(730)	0.07	180	R			From	89-1151					NA		NA	NA	1997
(730)	0.30	120	R			To	89-739					NA		NA	NA	1997
(730)	0.42	190	R			From	89-737					NA		NA	NA	1997
(730)	0.07	20	R			To	89-731					NA		NA	NA	1997
(731)	0.08	190	R			From	89-716					NA		NA	NA	1997
(731)						To	Dead End					NA		NA	NA	1997
(731)						From	89-738					NA		NA	NA	1997
(731)						To	89-730					NA		NA	NA	1997

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						2Axle	3+Axle	1Trail	2Trail								
Stafford County																	
(732) Cedar La	0.17	90	R			From	Dead End					NA		NA	NA	08/23/2000	
(732) Cedar La	0.18	130	R			To	0.17 MN Dead End					NA		NA	NA	08/23/2000	
						To	89-630 Courthouse Rd										
(733) Embrey Mill Rd	0.60	940	R			From	89-628 Winding Creek Rd					NA		NA	NA	1997	
						To	Dead End										
(734) Eley Rd	1.00	430	R			From	Dead End					NA		NA	NA	1997	
						To	US 17										
(735) Wyatt La	0.31	300	R			From	Dead End					NA		NA	NA	10/02/2000	
(735) Wyatt La	0.14	200	R			To	0.32 MN Dead End					NA		NA	NA	1997	
						To	89-753										
(736)	0.05	60	R			From	89-706					NA		NA	NA	1997	
						To	US 17										
(737)	0.08	60	R			From	Dead End					NA		NA	NA	1997	
						To	89-730										
(738)	0.15	110	R			From	89-731					NA		NA	NA	1997	
						To	Cul-de-Sac										
(739)	0.20	220	R			From	89-730					NA		NA	NA	1997	
						To	89-791										
(740)	0.15	100	R			From	89-744					NA		NA	NA	1997	
						To	89-680										
(741) Wood Rd	0.30	140	R			From	89-627 Mountain View Rd					NA		NA	NA	08/23/2000	
						To	Dead End										
(742)	0.27	80	R			From	US 1					NA		NA	NA	1997	
						To	Dead End										
(743)	0.13	140	R			From	89-744					NA		NA	NA	1997	
						To	89-680										
(744)	0.06	80	R			From	89-743					NA		NA	NA	1997	
						To	89-686										
(744)	0.06	130	R			From	89-708					NA		NA	NA	1997	
						To	89-708										
(744)	0.06	140	R			From	89-740					NA		NA	NA	1997	
						To	SR 3										
(744)	0.09	150	R			From	89-637					NA		NA	NA	1997	
						To	Dead End										
(745)	0.10	20	R			From	89-627					NA		NA	NA	1997	
						To	Dead End										
(746)	0.15	50	R			From	89-627					NA		NA	NA	1997	
						To	Dead End										

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Route	Length	AADT	QA	4Tire	Bus	Truck	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail				
Stafford County													
(747)	0.10	60	R			From Dead End				NA		NA	1997
						To 89-627							
(748)	0.22	90	R			From Dead End				NA		NA	1997
						To 89-752							
(749)	0.14	60	R			From Dead End				NA		NA	1997
						To US 17							
(750) Fleet Rd	0.62	440	R			From US 17 SOUTH				NA		NA	1997
						To US 17 NORTH							
						From 89-1264							
(751)	0.10	2200	R			From 0.10 MS 89-1264				NA		NA	07/17/2000
(751)	0.24	1800	R			From 89-1676				NA		NA	07/17/2000
						To 89-610							
(751)	1.30	1800	R			From Dead End				NA		NA	07/17/2000
(752) Richards Ferry Rd	1.45	160	R			From 89-748 Jack Ellington Dr				NA		NA	1997
(752) Richards Ferry Rd	1.48	700	R			From US 17 Warrenton Rd				NA		NA	1997
(753) Enon Rd	1.30	1400	G	95%	2%	2% 0% 1% 0%	C	0.091	F	0.537	1400	G	2002
						To 89-652 Truslow Rd							
(754) Shackelford Well Rd	1.70	730	R			From 89-612 Hartwood Rd				NA		NA	07/06/2000
						To 89-616 Poplar Rd							
(755)	0.95	410	R			From 89-612				NA		NA	1997
						To Dead End Gap Terminus							
(755)	0.30	1200	R			From 89-755 T INT				NA		NA	07/06/2000
						To Dead End							
(756)	0.47	160	R			From 89-637				NA		NA	1997
						To 89-611							
(757)	0.14	6	R			From Dead End				NA		NA	1997
						To 89-611							
(758)	0.23	30	R			From 89-611 WEST				NA		NA	1997
						To 89-611 EAST							
(759) Kelsey Rd	0.37	100	R			From Cul-de-Sac				NA		NA	1997
						To 89-630 Courthouse Rd							
(760)	0.56	NA				From 89-624				NA		NA	
						To Cul-de-Sac							
(761)	0.34	740	R			From US 1				NA		NA	1997
						To Dead End							
(763)	0.37	160	R			From Dead End				NA		NA	1997
						To 89-652							

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Route	Length	AADT	QA	4Tire	Bus	Truck	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail				
Stafford County													
(764)	0.15	960	R			From 89-618				NA		NA	1997
(764)	0.39	690	R			To 0.15 MN 89-618				NA		NA	1997
(766)	0.46	920	R			To Dead End				NA		NA	1997
(767)	0.23	120	R			From 89-637				NA		NA	1997
(768)	0.10	100	R			To Cul-de-Sac				NA		NA	1995
(768)	0.38	70	R			From 89-770				NA		NA	1995
(768)	0.20	80	R			To 89-648				NA		NA	08/14/2000
(769)	0.05	50	R			From 89-608				NA		NA	08/07/2000
(770)	0.40	240	R			To Cul-de-Sac				NA		NA	08/07/2000
(772)	0.29	170	R			From 89-767				NA		NA	1997
(775)	0.15	190	R			To Cul-de-Sac				NA		NA	06/26/2000
(776)	0.20	1500	R			From 89-778				NA		NA	06/26/2000
(777)	0.36	180	R			To 89-721				NA		NA	06/26/2000
(778)	0.07	80	R			From Cul-de-Sac				NA		NA	06/26/2000
(779)	0.21	1100	R			To 89-721				NA		NA	06/26/2000
(780)	0.14	900	R			From 89-775				NA		NA	06/26/2000
(781)	0.17	230	R			To 89-779				NA		NA	06/26/2000
(781)	0.05	49	R			From Cul-de-Sac				NA		NA	06/26/2000
(790)	0.04	30	R			To 89-780				NA		NA	09/18/2000
(791)	0.04	50	R			From Cul-de-Sac				NA		NA	09/18/2000
						To Dead End				NA		NA	
						From 89-739				NA		NA	
						To Dead End				NA		NA	

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						2Axle	3+Axle	1Trail	2Trail				
Stafford County													
(795)	0.06	280	R			From Dead End				NA		NA	07/31/2000
						To US 17							
(796)	0.31	160	R			From Dead End				NA		NA	09/11/2000
						To 89-654							
(800)	0.36	90	R			From Dead End				NA		NA	08/07/2000
						To 89-627							
(801)	0.20	50	R			From 89-655				NA		NA	08/21/2000
						To Cul-de-Sac							
(802)	0.30	40	R			From 89-654				NA		NA	08/21/2000
						To Dead End							
(803)	0.29	30	R			From 89-802				NA		NA	08/21/2000
						To Cul-de-Sac							
(804)	0.15	30	R			From 89-734				NA		NA	08/21/2000
						To Cul-de-Sac							
(806)	0.81	130	R			From 89-652				NA		NA	1997
						To Dead End							
(810)	0.11	7000	R			From 89-679				NA		NA	07/10/2000
						To 89-610							
(811)	0.07	460	R			From Dead End				NA		NA	1997
						To 89-610							
(813)	0.08	50	R			From Dead End				NA		NA	08/21/2000
						To US 17							
(815)	0.59	NA				From 89-00816(B)/				NA		NA	
						To 89-00610(B)/							
(816)	0.43	NA				From Dead End/				NA		NA	
						To Dead End/							
(820)	0.49	490	R			From 89-644				NA		NA	06/21/2000
						To 89-821							
(820)	0.90	710	R			From 89-821				NA		NA	06/21/2000
						To 89-822							
(820)	0.38	1200	R			From 89-610				NA		NA	06/21/2000
						To 89-820							
(821)	0.14	60	R			From 89-820				NA		NA	06/21/2000
						To Dead End							
(822)	0.15	70	R			From 89-820				NA		NA	06/21/2000
						To Cul-de-Sac							
(830)	0.33	NA				From Cul-de-Sac				NA		NA	
						To SR 3							

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
Stafford County																	
(835)	0.34	130	R			From CONCORD LANE						NA			NA		07/06/2000
						To 89-627											
(840)	0.02	60	R			From 89-1081						NA			NA		09/13/2000
						To Cul-de-Sac											
(846)	0.28	90	R			From Fauquier County Line						NA			NA		1997
						To 89-612											
(1000)	0.09	110	R			From 89-1089						NA			NA		09/05/2000
						To Cul-de-Sac											
(1001)	0.36	3900	R			From 89-607						NA			NA		1994
						To US 17 BUS EAST											
(1001)	0.37	350	R			From 89-1011						NA			NA		09/11/2000
						To 89-1008											
(1001)	0.08	630	R			From 89-1008						NA			NA		09/11/2000
						To 0.10 FRM 89-1008											
(1001)	0.10	850	R			From 0.10 FRM 89-1008						NA			NA		09/11/2000
						To US 17 BUS WEST											
(1001)	0.10	120	R			From 89-1015 US 17 BUS						NA			NA		09/11/2000
						To 89-607											
(1002)	0.01	2300	R			From 89-607						NA			NA		09/13/2000
						To US 1											
(1002)	0.03	2300	G			From 99% 0% 1% 0% 0% 0%						F 0.095	F 0.861	2300	G	2002	
						To 89-1003											
(1002)	0.13	2200	G			From 99% 0% 1% 0% 0% 0%						C 0.123	F 0.860	2400	G	2002	
						To SR 212											
(1002)	0.06	750	G			From 99% 0% 1% 0% 0% 0%						F 0.082	F 0.84	750	G	2002	
						To 89-627											
(1003)	0.05	1400	R			From 89-607						NA			NA		09/13/2000
						To 89-1002											
(1004)	0.55	290	R			From Dead End						NA			NA		1997
						To 89-1013											
(1004)	0.30	560	R			From 89-652						NA			NA		1986
						To US 1											
(1005)	0.32	2900	G			From 97% 1% 1% 0% 0% 0%						C 0.093	F 0.619	3100	G	2002	
						To 89-627; 89-940											
(1006)	0.10	170	R			From Dead End						NA			NA		09/21/2000
						To 89-627											
(1007)	0.10	1900	G			From SR 212						C 0.096	F 0.601	2000	G	2002	
						To 89-627											
(1008)	0.20	110	R			From US 17 BUS						NA			NA		09/11/2000
						To 89-1001											

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Route	Length	AADT	QA	4Tire	Bus	Truck	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail				
Stafford County													
(1009)	0.05	30	R			From 89-607				NA		NA	09/13/2000
						To Dead End							
(1010)	0.04	40	R			From Dead End				NA		NA	09/13/2000
						To 89-607							
(1011)	0.20	50	R			From 89-1001				NA		NA	09/11/2000
						To Dead End							
(1012)	0.02	9	R			From Dead End				NA		NA	09/13/2000
						To 89-1072							
(1012)	0.13	160	R			From 89-1074				NA		NA	09/13/2000
						To 89-1015							
(1012)	0.14	310	R			From 89-1001				NA		NA	09/13/2000
						To 89-1004							
(1013)	0.35	250	R			From 89-652				NA		NA	1986
						To Dead End							
(1014)	0.03	40	R			From 89-1023				NA		NA	1997
						To 89-652							
(1015)	0.26	970	R			From 89-1012				NA		NA	09/13/2000
						To 89-1199							
(1015)	0.07	930	R			From 89-1197				NA		NA	09/13/2000
						To US 17 BUS; 89-1001							
(1016)	0.12	530	R			From 89-607				NA		NA	08/16/2000
						To 89-694							
(1016)	0.18	340	R			From 89-1017				NA		NA	08/16/2000
						To 89-1016							
(1017)	0.14	250	R			From 89-1018				NA		NA	08/16/2000
						To 89-1017							
(1018)	0.17	230	R			From 89-1025				NA		NA	08/16/2000
						To 69-1025							
(1018)	0.36	440	R			From 89-626				NA		NA	08/16/2000
						To 89-1350 SOUTH							
(1019)	0.20	160	R			From 89-1350 NORTH				NA		NA	09/05/2000
						To 89-1026							
(1019)	0.15	430	R			From 89-1020				NA		NA	09/05/2000
						To 89-1020							

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Route	Length	AADT	QA	4Tire	Bus	Truck	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail				
Stafford County													
(1019)	0.22	780	R			From 89-1020				NA		NA	09/05/2000
						To 89-607							
(1020)	0.08	80	R			From 89-1019				NA		NA	10/12/2000
						To 89-1021							
(1020)	0.08	130	R			From 89-1021				NA		NA	10/12/2000
						To 89-1022							
(1020)	0.07	140	R			From 89-1022				NA		NA	10/12/2000
						To 89-1038							
(1020)	0.06	180	R			From 89-1038				NA		NA	10/12/2000
						To 89-1039							
(1020)	0.07	370	R			From 89-1039				NA		NA	10/12/2000
						To 89-1083							
(1020)	0.06	230	R			From 89-1083				NA		NA	10/12/2000
						To 89-1055							
(1021)	0.06	20	R			From 89-1350 SOUTH				NA		NA	1995
						To 89-1089							
(1021)	0.13	60	R			From 89-1350 NORTH				NA		NA	1995
						To 89-1026							
(1021)	0.18	380	R			From 89-1026				NA		NA	09/05/2000
						To 89-1020							
(1021)	0.21	580	R			From 89-1020				NA		NA	09/05/2000
						To 89-607							
(1022)	0.22	750	R			From Cul-de-Sac				NA		NA	09/05/2000
						To 89-1020							
(1022)	0.33	290	R			From 89-1020				NA		NA	10/12/2000
						To 89-607							
(1022)	0.21	340	R			From 89-1024				NA		NA	10/12/2000
						To 89-1014							
(1023)	0.08	40	R			From 89-1024				NA		NA	1997
						To 89-1023							
(1024)	0.07	40	R			From 89-1023				NA		NA	1997
						To 89-652							
(1025)	0.34	200	R			From 89-1018				NA		NA	08/16/2000
						To Dead End							
(1026)	0.08	20	R			From 69-1019				NA		NA	09/05/2000
						To 89-1021							
(1027)	0.11	2000	R			From 89-607 SOUTH				NA		NA	1994
						To 89-623							
(1027)	0.11	2700	R			From 89-623				NA		NA	1994
						To 89-607 NORTH							
(1028)	0.12	50	R			From 89-607 NORTH				NA		NA	1986
						To 89-607 NORTH							

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Route	Length	AADT	QA	4Tire	Bus	Truck	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail				
Stafford County													
(1029)	0.06	50	R			From Dead End				NA		NA	08/16/2000
(1029)	0.09	200	R			To 89-1030 WEST				NA		NA	08/16/2000
(1029)						To 89-622 NORTH							
(1029)						From 89-622 SOUTH							
(1029)	0.06	120	R			To 89-1031				NA		NA	08/16/2000
(1029)	0.04	70	R			To 89-1030 EAST				NA		NA	08/16/2000
(1030)	0.10	80	R			From 89-1081				NA		NA	08/16/2000
(1030)						To 89-1029 EAST							
(1030)	0.09	120	R			From 89-622				NA		NA	08/16/2000
(1030)	0.21	60	R			To 89-1029 WEST				NA		NA	08/16/2000
(1031)	0.03	40	R			From 89-1029				NA		NA	08/16/2000
(1031)						To Cul-de-Sac							
(1032)	0.09	1600	R			From 89-627				NA		NA	1986
(1032)						To 89-1033							
(1032)	0.07	700	R			From 89-1059				NA		NA	1986
(1032)						To 89-1060							
(1033)	0.13	70	R			From 89-1600				NA		NA	1986
(1033)						To 89-1037							
(1033)	0.08	360	R			From 89-1032				NA		NA	1986
(1033)						To 89-1060							
(1033)	0.11	260	R			From 89-657				NA		NA	1986
(1034)	0.19	2000	G	95%	1%	2%	1%	1%	0%	C	0.094	F	0.593
(1034)											2100	G	2002
(1034)				To US 17 BUS									
(1035)	0.13	190	R			From 89-608				NA		NA	08/14/2000
(1035)						To 89-1036							
(1035)	0.23	70	R			From 89-1052				NA		NA	08/14/2000
(1035)						To Dead End							
(1036)	0.06	20	R			From 89-1052				NA		NA	08/14/2000
(1036)						To 89-1035							
(1036)	0.17	30	R			From 89-1052				NA		NA	08/14/2000
(1036)						To Dead End							
(1037)	0.16	50	R			From 89-1035				NA		NA	08/14/2000
(1037)						To Dead End							
(1037)	0.13	190	R			From Dead End				NA		NA	1986
(1037)						To 89-1033							

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						2Axle	3+Axle	1Trail	2Trail				
Stafford County													
(1038)	0.20	460	R			From 89-607				NA		NA	10/12/2000
(1038)	0.15	290	R			To 89-1020				NA		NA	10/12/2000
(1038)	0.09	200	R			From 89-1058				NA		NA	10/12/2000
(1038)	0.09	130	R			To 89-1057				NA		NA	10/12/2000
(1039)	0.20	360	R			From 89-607				NA		NA	09/05/2000
(1039)	0.13	150	R			To 89-1020				NA		NA	09/05/2000
(1040)	0.10	70	R			From Cul-de-Sac				NA		NA	10/10/2000
(1040)	0.11	390	R			To Dead End				NA		NA	10/10/2000
(1040)	0.15	430	R			From 89-1041				NA		NA	10/10/2000
(1040)	0.15	460	R			To 89-1042				NA		NA	10/10/2000
(1040)	0.25	500	R			From 89-1043				NA		NA	10/10/2000
(1041)	0.08	220	R			To 89-1044				NA		NA	10/10/2000
(1041)	0.09	240	R			From US 1				NA		NA	10/10/2000
(1041)	0.06	260	R			To 89-1046 SOUTH				NA		NA	10/10/2000
(1042)	0.24	170	R			From 89-1046 NORTH				NA		NA	10/10/2000
(1042)	0.07	720	R			To 89-1042				NA		NA	10/10/2000
(1042)	0.07	50	R			From 89-1040				NA		NA	10/10/2000
(1042)	0.09	60	R			To 89-1040				NA		NA	10/10/2000
(1045)	0.31	340	R			From 89-1041				NA		NA	10/10/2000
(1046)	0.08	690	R			To 89-627				NA		NA	1986
(1046)	0.14	690	R			From Cul-de-Sac				NA		NA	1986
(1046)	0.28	220	R			To 89-1047				NA		NA	1986
						From 89-1041 SOUTH				NA		NA	1986
						To 89-1041 NORTH				NA		NA	1986

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Route	Length	AADT	QA	4Tire	Bus	Truck	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail				
Stafford County													
(1047)	0.13	1100	R			From 89-1046				NA		NA	1986
(1047)	0.06	690	R			To 89-627				NA		NA	1986
(1047)	0.19	510	R			From 89-1179				NA		NA	1986
(1048)	0.04	30	R			To 89-1100				NA		NA	1986
(1049)	0.39	350	R			From 89-608; 89-1092				NA		NA	1997
(1050)	0.31	420	R			To Cul-de-Sac				NA		NA	10/02/2000
(1051)	0.15	70	R			From 89-670				NA		NA	1997
(1052)	0.14	190	R			To Dead End				NA		NA	08/14/2000
(1052)	0.03	140	R			From 89-652				NA		NA	08/14/2000
(1052)	0.17	30	R			To 89-608				NA		NA	08/14/2000
(1052)	0.14	48	R			From 89-1036				NA		NA	08/14/2000
(1052)	0.01	10	R			To 89-1053				NA		NA	08/14/2000
(1052)	0.03	90	R			From 89-1035				NA		NA	08/14/2000
(1053)	0.05	7	R			To 89-1092				NA		NA	08/14/2000
(1053)	0.06	70	R			From Cul-de-Sac				NA		NA	08/14/2000
(1054)	0.11	270	R			To 89-1053				NA		NA	08/14/2000
(1055)	0.06	90	R			From 89-1091				NA		NA	1986
(1055)	0.08	240	R			To 89-1089				NA		NA	1986
(1055)	0.11	270	R			From 89-1088				NA		NA	1986
(1055)	0.01	290	R			To 89-1056 SOUTH				NA		NA	1986
(1055)	0.62	1400	G	96%	2%	1%	0%	0%	0%	C	0.101	F	0.635
											1500	G	2002
(1056)	0.06	50	R			From 89-1089				NA		NA	1986
(1056)	0.25	90	R			To 89-1088				NA		NA	1986
(1056)						To 89-1055 SOUTH				NA		NA	1986

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Stafford County																
(1056)	0.10	1100	G	97%	2%	1%	0%	0%	0%	C	0.118	F	0.541	1100	G	2002
				From	89-1055 NORTH											
				To	89-669											
(1057)	0.04	30	R		From	89-1038						NA		NA		1986
				To	Cul-de-Sac											
(1058)	0.05	40	R		From	89-1038						NA		NA		1986
				To	Cul-de-Sac											
(1059)	0.11	240	R		From	89-1032						NA		NA		1986
				To	89-1060											
(1060)	0.03	30	R		From	Dead End						NA		NA		08/16/2000
				To	89-1032											
(1060)	0.10	220	R		From	89-1032						NA		NA		08/16/2000
				To	89-1048											
(1060)	0.17	50	R		From	89-1048						NA		NA		08/16/2000
				To	89-1059											
(1060)	0.13	90	R		From	89-1059						NA		NA		08/16/2000
				To	89-1033											
(1061)	0.15	20	R		From	89-626						NA		NA		10/02/2000
				To	Dead End											
(1062)	0.19	340	R		From	89-607						NA		NA		1986
				To	Dead End											
(1063)	0.18	150	R		From	89-608						NA		NA		08/14/2000
				To	Dead End											
(1064)	0.08	1200	R		From	89-607						NA		NA		09/05/2000
				To	89-1065											
(1064)	0.17	930	R		From	89-1065						NA		NA		09/05/2000
				To	89-1066											
(1064)	0.17	520	R		From	89-1066						NA		NA		09/05/2000
				To	89-1322											
(1064)	0.08	410	R		From	89-1322						NA		NA		09/05/2000
				To	89-1325											
(1064)	0.07	260	R		From	89-1325						NA		NA		09/05/2000
				To	89-1324											
(1065)	0.15	380	R		From	89-1064						NA		NA		09/05/2000
				To	89-1066											
(1065)	0.07	290	R		From	89-1066						NA		NA		09/05/2000
				To	89-1067											
(1065)	0.11	180	R		From	89-1067						NA		NA		09/05/2000
				To	89-1322											
(1065)	0.08	20	R		From	89-1322						NA		NA		1995
				To	89-1325											
(1065)	0.08	10	R		From	89-1325						NA		NA		1995
				To	89-1324											

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Route	Length	AADT	QA	4Tire	Bus	Truck	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail				
Stafford County													
(1066)	0.07	90	R			From 89-1069				NA		NA	09/05/2000
(1066)	0.04	120	R			To 89-1068				NA		NA	09/05/2000
(1066)	0.10	140	R			From 89-1064				NA		NA	09/05/2000
(1067)	0.09	120	R			To 89-1065				NA		NA	09/05/2000
(1067)	0.25	80	R			From 89-1347				NA		NA	1995
(1068)	0.04	20	R			To 89-1324				NA		NA	09/05/2000
(1069)	0.04	60	R			From 89-1066				NA		NA	09/05/2000
(1069)						To Dead End							
(1070)	0.05	610	R			From 89-627				NA		NA	1986
(1070)	0.06	520	R			To 89-1071 EAST				NA		NA	1986
(1070)	0.09	230	R			From 89-1071 WEST				NA		NA	1986
(1071)	0.06	610	R			To Cul-de-Sac				NA		NA	1986
(1071)	0.17	190	R			From 89-1005				NA		NA	1986
(1072)	0.09	90	R			To 89-1070 WEST				NA		NA	1986
(1072)						To 89-1070 EAST				NA		NA	1986
(1073)	0.13	60	R			From 89-1012 EAST				NA		NA	09/13/2000
(1073)						To 89-1073							
(1074)	0.07	120	R			From 89-1072				NA		NA	09/13/2000
(1074)						To 89-1074							
(1075)	0.03	49	R			From Dead End				NA		NA	1986
(1075)	0.07	60	R			To 89-1015				NA		NA	1986
(1076)	0.10	440	R			To Dead End				NA		NA	1986
(1076)	0.10	590	R			From 89-657				NA		NA	1986
(1076)	0.02	1000	R			To 89-1077				NA		NA	1986
(1077)	0.05	240	R			From 89-1079				NA		NA	1986
(1077)						To Dead End							
(1077)						From 89-1078				NA		NA	1986
(1077)						To 89-1076							

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						2Axle	3+Axle	1Trail	2Trail				
Stafford County													
(1078)	0.07	220	R			From Dead End				NA	NA	NA	1986
(1078)	0.10	320	R			To 89-1077				NA	NA	NA	1986
(1078)						To 89-657							
(1079)	0.18	540	R			From Dead End				NA	NA	NA	1986
(1080)	0.35	270	R			To 89-607				NA	NA	NA	1986
(1080)	0.02	20	R			From 89-1081				NA	NA	NA	1997
(1080)						To Cul-de-Sac							
(1081)	0.23	190	R			From 89-626				NA	NA	NA	1986
(1081)	0.11	210	R			To 89-1030				NA	NA	NA	1986
(1081)						To 89-1080							
(1082)	0.06	80	R			From Cul-de-Sac				NA	NA	NA	1986
(1082)						To 89-1045							
(1082)	0.29	310	R			To 89-627				NA	NA	NA	1986
(1083)	0.10	100	R			From Dead End				NA	NA	NA	1995
(1083)						To 89-1020							
(1083)	0.11	100	R			From Cul-de-Sac				NA	NA	NA	1986
(1084)	0.08	30	R			From Cul-de-Sac				NA	NA	NA	1986
(1084)						To 89-1085							
(1084)	0.07	270	R			From 89-1055				NA	NA	NA	1986
(1085)	0.06	190	R			From 89-1084				NA	NA	NA	1986
(1085)						To 89-1087							
(1085)	0.06	80	R			From 89-1086				NA	NA	NA	1986
(1085)						To Cul-de-Sac							
(1086)	0.04	30	R			From Cul-de-Sac				NA	NA	NA	1986
(1086)						To 89-1085							
(1087)	0.06	70	R			From Cul-de-Sac				NA	NA	NA	1986
(1087)						To 89-1085							
(1088)	0.17	90	R			From 89-1056 SOUTH				NA	NA	NA	1986
(1088)						To 89-1055							
(1088)	0.05	40	R			From 89-1055				NA	NA	NA	1986
(1088)						To 89-1056 NORTH							
(1089)	0.06	20	R			From 89-1021				NA	NA	NA	1995
(1089)						To 89-1350							

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Route	Length	AADT	QA	4Tire	Bus	Truck	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail				
Stafford County													
(1089)	0.06	5	R			From 89-1350				NA		NA	1995
(1089)	0.07	10	R			To 89-1351				NA		NA	1995
(1089)	0.08	70	R			From 89-1090				NA		NA	1986
(1089)	0.06	170	R			To 89-1000				NA		NA	1986
(1089)	0.04	210	R			From 89-1056				NA		NA	1986
(1089)	0.07	390	R			To 89-1055				NA		NA	1986
(1089)						To 89-669							
(1090)						From 89-1350				NA		NA	1986
(1090)	0.05	60	R			To 89-1091				NA		NA	1986
(1090)	0.06	60	R			To 89-1089				NA		NA	1986
(1091)						From 89-1090				NA		NA	1986
(1091)	0.17	40	R			To 89-1055							
(1092)						From 89-1052				NA		NA	08/16/2000
(1092)	0.27	160	R			To 89-1093				NA		NA	08/16/2000
(1092)	0.18	180	R			To 89-608; 89-1049				NA		NA	08/16/2000
(1093)						From 89-1092				NA		NA	08/16/2000
(1093)	0.21	70	R			To Cul-de-Sac							
(1094)						From 89-624				NA		NA	1986
(1094)	0.16	270	R			To 89-1095				NA		NA	1986
(1094)						From 89-1095				NA		NA	1986
(1095)						To 89-1097				NA		NA	1986
(1095)	0.20	160	R			From 89-1097				NA		NA	1986
(1095)	0.06	170	R			To 89-1094				NA		NA	1986
(1096)						From Cul-de-Sac				NA		NA	1997
(1096)	0.06	70	R			To 89-1097				NA		NA	1997
(1097)						From Cul-de-Sac				NA		NA	1997
(1097)	0.13	100	R			To 89-1095				NA		NA	1997
(1097)						From 89-1095				NA		NA	1986
(1097)	0.14	170	R			To 89-1096				NA		NA	1986
(1097)						From 89-1096				NA		NA	1986
(1097)	0.05	130	R			To 89-1094				NA		NA	1986
(1097)						From 89-1094				NA		NA	1986
(1097)	0.05	110	R			To 89-1099				NA		NA	1986
(1097)						From 89-1099				NA		NA	1997
(1098)	0.16	110	R			To Cul-de-Sac				NA		NA	1997
(1098)						From 89-624				NA		NA	08/16/2000
(1098)	0.20	840	R			To 89-1099				NA		NA	08/16/2000

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						2Axle	3+Axle	1Trail	2Trail				
Stafford County													
(1098)	0.06	520	R			From	89-1099				NA	NA	08/16/2000
(1098)	0.04	NA				To	89-1645				NA	NA	
						To	89-1646						
(1099)	0.24	190	R			From	89-1098				NA	NA	1986
						To	89-1097						
(1100)	0.32	110	R			From	89-1179 WEST				NA	NA	1995
						To	89-1168						
(1100)	0.07	140	R			From	89-1168				NA	NA	1986
						To	89-1047						
(1100)	0.07	140	R			From	89-1179 EAST				NA	NA	1986
						To	Dead End						
(1101)	0.03	90	R			From	89-1103				NA	NA	1997
						To	89-1102						
(1101)	0.10	190	R			From	89-1102				NA	NA	1997
						To	89-1110; 89-1111						
(1101)	0.12	320	R			From	SR 218				NA	NA	1997
						To	SR 218						
(1102)	0.10	220	R			From	SR 218				NA	NA	1997
						To	89-1111						
(1102)	0.08	100	R			From	89-1111				NA	NA	1997
						To	89-1101						
						From	SR 218						
(1103)	0.08	400	R			From	SR 218				NA	NA	1997
						To	89-1111						
(1103)	0.07	40	R			From	89-1111				NA	NA	1997
						To	89-1137						
(1103)	0.06	20	R			From	89-1137				NA	NA	1997
						To	89-1101						
						From	SR 218						
(1104)	0.15	110	R			From	SR 218				NA	NA	1986
						To	Dead End						
						From	89-1106						
(1105)	0.13	130	R			From	89-1106				NA	NA	1986
						To	Dead End						
						From	SR 218 WEST						
(1106)	0.10	240	R			From	SR 218 WEST				NA	NA	1986
						To	89-1105						
(1106)	0.07	150	R			From	89-1105				NA	NA	1986
						To	SR 218 EAST						
						From	SR 218 EAST						
(1107)	0.50	100	R			From	SR 218 WEST				NA	NA	1986
						To	SR 218 MID						
(1107)	0.18	40	R			From	SR 218 MID				NA	NA	1986
						To	SR 218 EAST						

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						2Axle	3+Axle	1Trail	2Trail				
Stafford County													
(1108)	0.10	160	R			From SR 218				NA		NA	1986
(1108)	0.08	210	R			To 89-1114				NA		NA	1986
(1108)	0.13	240	R			From 89-1113				NA		NA	1986
(1109)	0.15	130	R			To Dead End				NA		NA	1986
(1110)	0.09	80	R			From SR 218				NA		NA	1997
(1111)	0.08	30	R			To 89-1101; 89-1111				NA		NA	1997
(1111)	0.07	70	R			From 89-1125				NA		NA	1997
(1111)	0.08	80	R			To 89-1103				NA		NA	1997
(1111)	0.08	80	R			From 89-1102				NA		NA	1997
(1112)	0.04	20	R			To 89-1101; 89-1110				NA		NA	1986
(1112)	0.13	250	R			From Dead End				NA		NA	1986
(1113)	0.04	310	R			To 89-1113				NA		NA	1986
(1113)	0.05	240	R			From SR 212				NA		NA	1986
(1113)	0.05	120	R			From SR 218				NA		NA	1986
(1114)	0.20	80	R			To 89-1108				NA		NA	1986
(1115)	0.10	240	R			From 89-1108				NA		NA	1986
(1115)	0.20	80	R			To Dead End				NA		NA	1986
(1116)	0.13	400	R			From 89-1129				NA		NA	1997
(1116)	0.11	600	R			To 89-1118				NA		NA	1997
(1116)	0.09	1300	R			From 89-1130				NA		NA	1997
(1116)	0.10	390	R			To 89-1117 EAST				NA		NA	1997
(1116)	0.30	300	R			From 89-1117 WEST				NA		NA	1997
(1116)	0.19	290	R			To 89-606				NA		NA	1997
(1116)	0.08	300	R			From 89-1155				NA		NA	1997
(1117)	0.19	290	R			To 89-1154				NA		NA	1997
(1117)	0.08	300	R			From 89-1118				NA		NA	1997
(1117)	0.19	290	R			To 89-1124				NA		NA	1997
(1117)	0.08	300	R			From 89-1116 EAST				NA		NA	1997

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Stafford County																
(1117)	0.08	620	R			From	89-1116 EAST					NA		NA	NA	1997
(1117)	0.09	360	R			To	89-1126					NA		NA	NA	1997
						To	89-1136; 89-9906									
(1118)	0.09	420	R			From	89-1145					NA		NA	NA	1997
(1118)	0.07	290	R			To	89-1136					NA		NA	NA	1997
(1118)	0.06	240	R			From	89-1126					NA		NA	NA	1997
(1118)	0.08	190	R			To	89-1116					NA		NA	NA	1997
(1118)	0.04	190	R			From	89-1124					NA		NA	NA	1997
(1118)	0.08	430	R			To	89-1138					NA		NA	NA	1997
(1118)	0.11	560	R			From	89-1122					NA		NA	NA	1997
(1118)	0.07	700	R			To	89-1123					NA		NA	NA	1997
(1118)	0.05	810	R			From	89-1130					NA		NA	NA	1997
(1118)	0.05	920	R			To	89-1127					NA		NA	NA	1997
(1118)	0.17	640	R			From	89-1121					NA		NA	NA	1997
(1118)	0.06	570	R			To	89-1117					NA		NA	NA	1997
(1118)	0.05	500	R			To	89-1119					NA		NA	NA	1997
(1119)	0.29	40	R			From	89-1120 SOUTH					NA		NA	NA	1997
(1119)	0.12	390	R			To	89-1120 NORTH					NA		NA	NA	1997
(1120)	0.20	340	R			From	89-1121					NA		NA	NA	1997
(1120)	0.07	440	R			To	89-1119 SOUTH					NA		NA	NA	1997
(1120)	0.12	920	R			From	89-1119 NORTH					NA		NA	NA	1997
(1120)	0.08	2700	R			To	89-606					NA		NA	NA	1997
(1121)	0.11	70	R			From	Dead End					NA		NA	NA	1997
(1121)	0.09	320	R			To	Dead End					NA		NA	NA	1997
(1121)						From	89-1120					NA		NA	NA	1997
(1121)						To	89-1118					NA		NA	NA	1997

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
Stafford County																	
(1122)	0.09	80	R			From	Dead End					NA		NA	NA	1997	
						To	89-1118										
(1123)	0.15	200	R			From	Dead End					NA		NA	NA	1997	
						To	89-1118										
(1124)	0.12	120	R			From	89-1118					NA		NA	NA	1997	
						To	89-1130										
(1124)	0.06	150	R			From	89-1127					NA		NA	NA	1997	
						To	89-1117										
(1125)	0.06	60	R			From	89-1137					NA		NA	NA	1986	
						To	89-1111										
(1125)	0.08	190	R			From	SR 218					NA		NA	NA	1986	
						To											
(1126)	0.04	100	R			From	89-1142					NA		NA	NA	1997	
						To	89-1143										
(1126)	0.07	170	R			From	89-1139					NA		NA	NA	1997	
						To	89-1129										
(1126)	0.06	240	R			From	89-1129					NA		NA	NA	1997	
						To	89-1118										
(1126)	0.10	320	R			From	89-1118					NA		NA	NA	1997	
						To	89-1130										
(1126)	0.07	380	R			From	89-1117					NA		NA	NA	1997	
						To											
(1127)	0.06	70	R			From	89-1118					NA		NA	NA	1997	
						To	89-1128										
(1127)	0.04	60	R			From	89-1124					NA		NA	NA	1997	
						To											
(1128)	0.06	70	R			From	89-1127					NA		NA	NA	1997	
						To	Dead End										
(1129)	0.11	110	R			From	Dead End					NA		NA	NA	1997	
						To	89-1138										
(1129)	0.08	250	R			From	89-1116					NA		NA	NA	1997	
						To	89-1126										
(1129)	0.06	170	R			From	89-1126					NA		NA	NA	1997	
						To	89-1136										
(1130)	0.07	140	R			From	89-1118					NA		NA	NA	1997	
						To	89-1124										
(1130)	0.10	80	R			From	89-1124					NA		NA	NA	1997	
						To	89-1116										

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						2Axle	3+Axle	1Trail	2Trail				
Stafford County													
(1130)	0.06	20	R			From 89-1116				NA		NA	1997
						To 89-1126							
(1131)	0.07	110	R			From 89-1116				NA		NA	1997
						To 89-606							
(1132)	0.04	60	R			From Dead End				NA		NA	09/05/2000
(1132)	0.07	210	R			From 89-1147				NA		NA	09/05/2000
						To 89-1133							
(1132)	0.07	490	R			From SR 218				NA		NA	09/05/2000
						To 89-1148							
(1133)	0.22	110	R			From 89-1132				NA		NA	09/05/2000
						To SR 212							
(1134)	0.08	130	R			From 89-1157				NA		NA	09/13/2000
						To 89-1135							
(1134)	0.12	49	R			From SR 212				NA		NA	09/13/2000
						To 89-1157							
(1135)	0.03	550	R			From 89-1134				NA		NA	09/13/2000
						To Dead End							
(1135)	0.07	390	R			From 89-1143				NA		NA	09/13/2000
						To 89-1129							
(1136)	0.13	220	R			From 89-1118				NA		NA	1997
						To 89-1117; 89-9906							
(1136)	0.11	570	R			From 89-606				NA		NA	1997
						To 89-1631							
(1136)	0.16	1300	R			From 89-1632				NA		NA	1997
						To 89-1633							
(1136)	0.08	1800	R			From 89-1125				NA		NA	1997
						To 89-1103							
(1137)	0.08	40	R			From 89-1118				NA		NA	1997
						To 89-1129							
(1138)	0.07	360	R			From 89-1139				NA		NA	1997
						To 89-1140							
(1138)	0.06	160	R							NA		NA	1997
(1138)	0.05	120	R							NA		NA	1997

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Stafford County																
(1138)	0.03	90	R			From	89-1140					NA		NA	NA	1997
						To	89-1141; 89-1143									
(1139)	0.14	60	R			From	89-1138					NA		NA	NA	1997
						To	89-1126									
(1140)	0.03	60	R			From	Dead End					NA		NA	NA	1997
						To	89-1138									
(1141)	0.06	70	R			From	Dead End					NA		NA	NA	1997
						To	89-1138; 89-1143									
(1142)	0.03	40	R			From	Dead End					NA		NA	NA	1997
						To	89-1126									
(1143)	0.03	40	R			From	Dead End					NA		NA	NA	1997
						To	89-1144									
(1143)	0.07	160	R			From	89-1136					NA		NA	NA	1997
						To	89-1136									
(1143)	0.07	170	R			From	89-1126					NA		NA	NA	1997
						To	89-1138; 89-1141									
(1144)	0.17	170	R			From	89-1136					NA		NA	NA	1997
						To	89-1143									
(1145)	0.12	120	R			From	Dead End					NA		NA	NA	1997
						To	89-1118									
(1146)	0.10	80	R			From	Dead End					NA		NA	NA	1997
						To	89-606									
(1147)	0.17	100	R			From	89-1148					NA		NA	09/05/2000	
						To	89-1132									
(1148)	0.07	47	R			From	89-1147					NA		NA	09/05/2000	
						To	89-1133									
(1149)	0.13	520	R			From	89-607					NA		NA	NA	1986
						To	Dead End									
(1150)	0.36	620	R			From	89-1151					NA		NA	NA	1997
						To	89-606									
(1151)	0.22	130	R			From	Dead End					NA		NA	NA	1997
						To	89-1150									
(1151)	0.08	480	R			From	89-730					NA		NA	NA	1997
						To	Dead End									
(1152)	0.12	80	R			From	89-607					NA		NA	NA	1997
						To	89-606									
(1154)	0.10	190	R			From	89-606					NA		NA	NA	1997
						To	89-1156									

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						2Axle	3+Axle	1Trail	2Trail				
Stafford County													
(1154)	0.06	150	R			From 89-1156				NA		NA	1997
(1154)	0.14	290	R			To 89-1155				NA		NA	1997
(1154)	0.10	70	R			From 89-1116				NA		NA	1997
(1155)	0.09	600	R			To Cul-de-Sac				NA		NA	1997
(1155)	0.14	450	R			From 89-606				NA		NA	1997
(1155)	0.32	140	R			To 89-1176				NA		NA	1997
(1157)	0.07	150	R			From 89-1154				NA		NA	1986
(1158)	0.27	260	R			To 89-1116				NA		NA	1986
(1160)	0.11	390	R			From Cul-de-Sac				NA		NA	1986
(1161)	0.06	45	R			To 89-1154				NA		NA	1995
(1161)	0.25	550	R			From 89-1135				NA		NA	1986
(1162)	0.13	460	R			To SR 218				NA		NA	1986
(1162)	0.19	180	R			From Dead End				NA		NA	1995
(1163)	0.06	330	R			To 89-607				NA		NA	1986
(1164)	0.14	110	R			From 89-1620				NA		NA	1997
(1164)	0.04	60	R			To 89-1162				NA		NA	1997
(1165)	0.08	40	R			From SR 218				NA		NA	1997
(1166)	0.07	1500	R			To 89-1163				NA		NA	1986
(1166)	0.09	440	R			From 89-1161				NA		NA	1995
(1166)	0.18	NA				To 89-1621				NA		NA	
(1166)	0.14	110	R			From SR 218				NA		NA	1997
(1166)	0.06	330	R			To 89-1162				NA		NA	1986
(1166)	0.14	110	R			From Dead End				NA		NA	1997
(1166)	0.04	60	R			To 89-603				NA		NA	1997
(1166)	0.08	40	R			From 89-1165				NA		NA	1997
(1166)	0.07	1500	R			To Cul-de-Sac				NA		NA	1986
(1166)	0.09	440	R			From 89-1164				NA		NA	1986
(1166)	0.08	40	R			To Cul-de-Sac				NA		NA	1997
(1166)	0.07	1500	R			From SR 212				NA		NA	1986
(1166)	0.09	440	R			To 89-1167				NA		NA	1986
(1166)	0.09	440	R			From 89-1169				NA		NA	1986

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						2Axle	3+Axle	1Trail	2Trail				
Stafford County													
(1166)	0.06	440	R			From: 89-1169				NA	NA	NA	1986
						To: 89-1173							
(1167)	0.08	470	R			From: 89-1168				NA	NA	NA	1986
						To: 89-1169							
(1167)	0.09	340	R			From: 89-1169				NA	NA	NA	1986
						To: 89-1166							
(1167)	0.08	190	R			From: 89-1166				NA	NA	NA	1986
						To: 89-1171							
(1167)	0.07	100	R			From: Cul-de-Sac				NA	NA	NA	1986
						From: SR 212							
(1168)	0.06	690	R			From: 89-1167				NA	NA	NA	1995
						To: 89-1167							
(1168)	0.10	490	R			From: 89-1173				NA	NA	NA	1986
						To: 89-1173							
(1168)	0.15	360	R			From: 89-1172				NA	NA	NA	1986
						To: 89-1172							
(1168)	0.07	520	R			From: 89-1177				NA	NA	NA	1986
						To: 89-1177							
(1168)	0.16	1100	R			From: 89-1100				NA	NA	NA	1986
						To: 89-1100							
(1168)	0.17	620	R			From: 89-1299				NA	NA	NA	1986
						To: 89-1179							
(1168)	0.06	600	R			From: 89-1167				NA	NA	NA	1986
						To: 89-1167							
(1169)	0.13	210	R			From: 89-1166				NA	NA	NA	1986
						To: 89-1166							
(1169)	0.08	220	R			From: 89-1171				NA	NA	NA	1986
						To: 89-1171							
(1169)	0.12	110	R			From: Dead End				NA	NA	NA	1986
						To: Dead End							
(1170)	0.17	440	R			From: 89-1650				NA	NA	09/13/2000	
						To: 89-1193							
(1170)	0.19	410	R			From: 89-1193				NA	NA	NA	1986
						To: 89-1194							
(1170)	0.06	360	R			From: 89-606				NA	NA	NA	1986
						To: 89-606							
(1171)	0.10	70	R			From: 89-1167				NA	NA	NA	1986
						To: 89-1169							
(1172)	0.06	340	R			From: 89-1168				NA	NA	NA	1986
						To: 89-1174							
(1172)	0.10	210	R			From: 89-1174				NA	NA	NA	1986
						To: 89-1177							
(1172)	0.13	210	R			From: 89-1177				NA	NA	NA	1986
						To: 89-1173							
(1172)	0.02	40	R			From: Cul-de-Sac				NA	NA	NA	1986
						To: Cul-de-Sac							

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						2Axle	3+Axle	1Trail	2Trail							
Stafford County																
(1173)	0.06	310	R			From	89-1168					NA		NA	NA	1986
(1173)	0.07	330	R			To	89-1174					NA		NA	NA	1986
(1173)	0.04	420	R			From	89-1166					NA		NA	NA	1986
(1173)	0.11	400	R			To	89-1175					NA		NA	NA	1986
(1174)	0.09	110	R			From	89-1173					NA		NA	NA	1986
(1174)	0.05	130	R			To	89-1175					NA		NA	NA	1986
(1175)	0.14	60	R			From	89-1173					NA		NA	NA	1986
(1176)	0.03	40	R			To	89-1174					NA		NA	NA	1986
(1177)	0.06	150	R			From	89-1155					NA		NA	NA	1986
(1177)	0.17	150	R			To	Cul-de-Sac					NA		NA	NA	1986
(1178)	0.06	210	R			From	89-1168					NA		NA	NA	1986
(1178)	0.17	80	R			To	89-1178					NA		NA	NA	1986
(1179)	0.10	80	R			From	89-1172					NA		NA	NA	1986
(1179)	0.07	550	R			To	89-1177					NA		NA	NA	1986
(1179)	0.20	100	R			From	89-1179 SOUTH					NA		NA	NA	1986
(1179)	0.07	70	R			To	89-1179 NORTH					NA		NA	NA	1986
(1179)	0.23	20	R			From	89-1100 WEST					NA		NA	NA	1986
(1180)	0.08	180	R			To	89-1168					NA		NA	NA	1986
(1180)	0.06	30	R			From	89-1047					NA		NA	NA	1986
(1180)	0.20	100	R			To	89-1100					NA		NA	NA	1986
(1180)	0.07	70	R			From	89-1100					NA		NA	NA	1986
(1180)	0.23	20	R			To	89-1178 NORTH					NA		NA	NA	1986
(1180)	0.08	180	R			From	89-1178 SOUTH					NA		NA	NA	1986
(1180)	0.06	30	R			To	SR 218					NA		NA	NA	1986
(1181)	0.19	140	R			From	89-1181					NA		NA	NA	1986
(1181)	0.04	20	R			To	89-1331					NA		NA	NA	1986
(1182)	0.08	20	R			From	89-1182					NA		NA	NA	1986
(1182)	0.06	30	R			To	89-1180					NA		NA	NA	1986
(1182)	0.04	20	R			From	Cul-de-Sac					NA		NA	NA	1986
(1182)	0.08	20	R			To	89-1181					NA		NA	NA	1986
(1182)	0.06	30	R			From	89-1331 WEST					NA		NA	NA	1986

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Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle	1Trail	2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Stafford County															
(1182)	0.33	140	R			From	89-1331 WEST					NA		NA	1995
(1182)	0.13	180	R			To	89-1331 EAST					NA		NA	1995
(1183)	0.22	150	R			To	SR 218					NA		NA	1997
(1183)	0.17	360	R			From	Cul-de-Sac					NA		NA	1997
(1183)	0.24	490	R			To	89-1184					NA		NA	1997
(1184)	0.09	170	R			From	89-1187					NA		NA	1997
(1184)	0.08	120	R			To	89-604					NA		NA	1997
(1185)	0.03	8	R			From	89-1183					NA		NA	1997
(1185)	0.13	80	R			To	89-1186					NA		NA	1997
(1185)	0.09	50	R			From	89-1186					NA		NA	1997
(1186)	0.21	50	R			To	Dead End					NA		NA	1997
(1187)	0.14	70	R			From	89-1184					NA		NA	1997
(1187)						To	89-1185					NA		NA	1997
(1188)	0.09	10	R			From	89-1183					NA		NA	1986
(1188)	0.19	20	R			To	89-722					NA		NA	1986
(1188)						From	Cul-de-Sac					NA		NA	1986
(1189)	0.07	20	R			To	89-1189					NA		NA	1986
(1189)						From	89-1027					NA		NA	1986
(1189)						To	89-1188					NA		NA	1986
(1190)	0.15	120	R			From	Cul-de-Sac					NA		NA	1986
(1190)	0.18	120	R			To	89-1657					NA		NA	1997
(1190)						From	89-1650					NA		NA	1997
(1190)						To	89-1193					NA		NA	1997
(1190)	0.03	70	R			From	89-1193					NA		NA	1986
(1190)						To	89-1191					NA		NA	1986
(1190)	0.07	70	R			From	89-1191					NA		NA	1986
(1190)						To	89-1192					NA		NA	1986
(1191)	0.08	200	R			From	89-682					NA		NA	1986
(1191)						To	89-1190					NA		NA	1997
(1191)	0.08	70	R			From	Cul-de-Sac					NA		NA	1997

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Stafford County																
(1192)	0.08	70	R			From	89-1190					NA		NA	NA	1997
						To	Cul-de-Sac									
(1193)	0.07	130	R			From	89-665					NA		NA	NA	1986
						To	89-1170									
(1193)	0.06	190	R			From	89-1195					NA		NA	NA	1986
						To	89-1194									
(1193)	0.06	170	R			From	89-1194					NA		NA	NA	1986
						To	89-1190									
(1194)	0.28	10	R			From	89-1193					NA		NA	NA	1986
						To	89-1170									
(1195)	0.09	30	R			From	89-1193					NA		NA	NA	1986
						To	Cul-de-Sac									
(1196)	0.06	40	R			From	89-670					NA		NA	NA	1997
						To	Dead End									
(1197)	0.06	10	R			From	Cul-de-Sac					NA		NA	NA	1986
						To	89-1015									
(1198)	0.06	10	R			From	Cul-de-Sac					NA		NA	NA	1986
						To	89-1015									
(1199)	0.04	20	R			From	Cul-de-Sac					NA		NA	NA	1986
						To	89-1015									
(1200)	0.53	870	R			From	89-1209					NA		NA	NA	1997
						To	89-1203; 89-1204									
(1200)	0.11	1800	R			From	89-1239					NA		NA	NA	1997
						To	89-1202									
(1201)	0.20	270	R			From	89-641					NA		NA	NA	1997
						To	Dead End									
(1202)	0.19	220	R			From	89-1201					NA		NA	NA	1997
						To	89-642									
(1203)	0.17	130	R			From	89-1237					NA		NA	NA	1997
						To	89-1200; 89-1204									
(1204)	0.07	230	R			From	89-1209					NA		NA	NA	1997
						To	89-1237									
(1204)	0.83	700	R			From	89-1200; 89-1203 E					NA		NA	NA	1997
						To	89-1206									
(1205)	0.07	2500	R			From	89-610					NA		NA	NA	1997
						To										

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
Stafford County																	
(1206)	0.09	46	R			From	Dead End					NA		NA	NA	1997	
(1206)	0.08	2200	R			To	89-1209					NA		NA	NA	1997	
(1206)	0.21	2400	R			To	89-1207					NA		NA	NA	1997	
(1206)	0.10	60	R			From	89-1205					NA		NA	NA	1997	
(1206)						To	Dead End										
(1207)	0.10	80	R			From	89-1206					NA		NA	NA	1997	
(1207)						To	Cul-de-Sac										
(1208)	0.31	2800	R			From	89-1209					NA		NA	NA	08/02/2000	
(1208)						To	89-610										
(1209)	1.21	2400	R			From	89-627					NA		NA	NA	1997	
(1209)						To	89-1520										
(1209)	0.08	2800	R			From	89-1204					NA		NA	NA	1997	
(1209)						To	89-1239										
(1209)	0.16	3000	R			From	89-9430					NA		NA	NA	1997	
(1209)						To	89-1208										
(1209)	0.12	3100	R			From	89-1237					NA		NA	NA	1997	
(1209)						To	89-1238										
(1209)	0.06	390	R			From	89-1239					NA		NA	NA	1997	
(1209)						To	89-1206										
(1210)	0.05	40	R			From	89-1214					NA		NA	NA	1997	
(1210)						To	89-1213										
(1210)	0.06	210	R			From	89-1212					NA		NA	NA	1997	
(1210)						To	89-1211										
(1210)	0.05	270	R			From	89-610					NA		NA	NA	1997	
(1210)						To	89-1210										
(1211)	0.07	340	R			From	89-1210					NA		NA	NA	1997	
(1211)						To	Cul-de-Sac										
(1212)	0.04	60	R			From	89-1210					NA		NA	NA	1997	
(1212)						To	Cul-de-Sac										
(1213)	0.04	48	R			From	89-1210					NA		NA	NA	1997	
(1213)						To	Cul-de-Sac										

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Stafford County																
(1214)	0.04	30	R			From	89-1210					NA		NA	NA	1997
						To	Cul-de-Sac									
(1215)	0.22	1300	R			From	89-610					NA		NA	NA	1997
						To	89-1219									
(1215)	0.15	1000	R			From	89-1223					NA		NA	NA	1997
						To	89-1220									
(1215)	0.11	560	R			From	89-1218					NA		NA	NA	1997
						To	89-1378									
(1215)	0.33	450	R			From	89-610					NA		NA	NA	1997
						To	89-1217									
(1216)	0.11	860	R			From	89-1219					NA		NA	NA	1997
						To	89-1218									
(1217)	0.06	250	R			From	89-1220					NA		NA	NA	1997
						To	89-1216									
(1217)	0.06	630	R			From	89-1225					NA		NA	NA	1997
						To	89-610									
(1218)	0.03	30	R			From	Cul-de-Sac					NA		NA	NA	1997
						To	89-1217									
(1218)	0.10	230	R			From	89-1219					NA		NA	NA	1997
						To	89-1220									
(1218)	0.24	160	R			From	89-1215					NA		NA	NA	1997
						To	89-1218									
(1219)	0.06	190	R			From	89-1220					NA		NA	NA	1997
						To	89-1215									
(1219)	0.06	80	R			From	89-1216					NA		NA	NA	1997
						To	89-1220									
(1219)	0.06	60	R			From	89-1215					NA		NA	NA	1997
						To	89-1218									
(1219)	0.04	20	R			From	89-1216					NA		NA	NA	1997
						To	Cul-de-Sac									
(1220)	0.05	370	R			From	89-1217					NA		NA	NA	1997
						To	89-1222									
(1220)	0.05	340	R			From	89-1219					NA		NA	NA	1997
						To	89-1221									
(1220)	0.13	300	R			From	89-1221					NA		NA	NA	1997
						To	89-1221									

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Route	Length	AADT	QA	4Tire	Bus	Truck	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail				
Stafford County													
(1220)	0.10	250	R			From 89-1221				NA		NA	1997
(1220)	0.07	100	R			To 89-1218				NA		NA	1997
(1221)	0.04	40	R			To 89-1215				NA		NA	1997
(1221)						From 89-1220				NA		NA	1997
(1222)	0.02	30	R			To Cul-de-Sac				NA		NA	1997
(1223)						From 89-1220				NA		NA	1997
(1223)	0.06	40	R			To Cul-de-Sac				NA		NA	1997
(1223)	0.17	260	R			From 89-1226 SOUTH				NA		NA	1997
(1223)	0.25	180	R			To 89-1229				NA		NA	1997
(1223)	0.06	190	R			From 89-1226 NORTH				NA		NA	1997
(1223)	0.03	260	R			To 89-1224				NA		NA	1997
(1224)						To 89-1215				NA		NA	1997
(1224)	0.05	40	R			From 89-1223				NA		NA	1997
(1225)						To Cul-de-Sac				NA		NA	1997
(1225)	0.06	60	R			From 89-1217				NA		NA	1997
(1226)	0.09	850	R			To 89-610				NA		NA	1997
(1226)	0.05	590	R			From 89-1227				NA		NA	1997
(1226)						To 89-1223 SOUTH				NA		NA	1997
(1226)	0.08	280	R			From 89-1229				NA		NA	1997
(1226)	0.26	210	R			To 89-1223 NORTH				NA		NA	1997
(1227)						From Cul-de-Sac				NA		NA	1997
(1227)	0.09	100	R			To 89-1228				NA		NA	1997
(1227)	0.06	200	R			From 89-1226				NA		NA	1997
(1228)						To 89-1227				NA		NA	1997
(1228)	0.03	40	R			To Cul-de-Sac				NA		NA	1997
(1229)						From 89-1223				NA		NA	1997
(1229)	0.10	40	R			To 89-1226				NA		NA	1997
(1230)						From 89-1231				NA		NA	1997
(1230)	0.19	170	R			To 89-644				NA		NA	1997
(1231)						From 89-644				NA		NA	1997
(1231)	0.25	60	R			To 89-1230				NA		NA	1997

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Route	Length	AADT	QA	4Tire	Bus	Truck	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail				
Stafford County													
(1231)	0.11	45	R			From: 89-1230				NA		NA	1997
						To: Cul-de-Sac							
(1232)	0.09	7	R			From: Cul-de-Sac				NA		NA	1986
						To: 89-1233							
(1232)	0.11	10	R			From: 89-1226				NA		NA	1986
						To: 89-1226							
(1233)	0.20	330	R			From: 89-610				NA		NA	1997
						To: 89-1232							
(1234)	0.28	90	R			From: Cul-de-Sac				NA		NA	1997
						To: 89-627							
(1235)	0.41	140	R			From: Cul-de-Sac				NA		NA	1997
						To: 89-610							
(1236)	0.31	220	R			From: Cul-de-Sac				NA		NA	1997
						To: 89-610							
(1237)	0.11	100	R			From: 89-1204				NA		NA	1997
						To: 89-1203							
(1237)	0.07	160	R			From: 39-1203				NA		NA	1997
						To: 89-1203							
(1237)	0.16	180	R			From: 89-1239				NA		NA	1997
						To: 89-1209							
(1238)	0.05	40	R			From: Cul-de-Sac				NA		NA	1997
						To: 89-1209							
(1239)	0.08	1900	R			From: 89-1209 WEST				NA		NA	1997
						To: 89-1237							
(1239)	0.13	150	R			From: 89-1200				NA		NA	1997
						To: 89-1200							
(1239)	0.04	140	R			From: 89-1209 EAST				NA		NA	1997
						To: Cul-de-Sac							
(1240)	0.52	290	R			From: Cul-de-Sac				NA		NA	1997
						To: 89-603							
(1241)	0.24	50	R			From: Cul-de-Sac				NA		NA	06/21/2000
						To: 89-610							
(1242)	0.37	140	R			From: Cul-de-Sac				NA		NA	07/25/2000
						To: 89-1204							
(1243)	0.28	350	R			From: Dead End				NA		NA	07/25/2000
						To: 89-1204							
(1244)	0.43	NA				From: 89-644				NA		NA	
						To: Cul-de-Sac							
(1245)	0.52	360	R			From: 89-1246				NA		NA	1997
						To: 89-627							

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Route	Length	AADT	QA	4Tire	Bus	Truck	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail				
Stafford County													
(1246)	0.12	90	R			From Dead End				NA		NA	1997
(1246)	0.15	100	R			To 89-1245				NA		NA	1997
(1247)	0.06	310	R			To Dead End				NA		NA	1997
(1247)	0.48	170	R			From 89-627				NA		NA	1997
(1248)	0.68	220	R			To 89-1248 SOUTH				NA		NA	1997
(1248)	0.23	410	R			From 89-1248 NORTH				NA		NA	1997
(1248)	0.08	450	R			From 89-1247 SOUTH				NA		NA	1997
(1249)	0.15	80	R			To 89-1247 NORTH				NA		NA	1997
(1250)	0.27	80	R			From Cul-de-Sac				NA		NA	1997
(1250)	0.22	220	R			To 89-1248				NA		NA	1997
(1251)	0.21	40	R			From Cul-de-Sac				NA		NA	1997
(1252)	0.06	20	R			To 89-1251				NA		NA	1997
(1252)	0.21	180	R			From 89-643				NA		NA	1997
(1253)	0.21	80	R			From 89-1250				NA		NA	1997
(1253)	0.08	460	R			To Cul-de-Sac				NA		NA	06/21/2000
(1254)	0.40	50	R			From 89-1253				NA		NA	06/21/2000
(1254)	0.37	100	R			To 89-671				NA		NA	06/21/2000
(1255)	0.08	460	R			From 89-1252				NA		NA	06/21/2000
(1255)	0.40	50	R			To Cul-de-Sac				NA		NA	06/21/2000
(1256)	0.08	660	R			From 89-1235				NA		NA	1997
(1256)	0.13	1100	R			To 89-610				NA		NA	1997
(1257)	0.10	70	R			From 89-644				NA		NA	1997
(1257)	0.08	460	R			To Cul-de-Sac				NA		NA	1997
(1257)	0.17	350	R			From 89-1259				NA		NA	1997
(1257)	0.10	70	R			To 89-1258				NA		NA	1997
(1257)	0.13	1100	R			From 89-1257				NA		NA	1997
(1257)	0.17	350	R			To 89-610				NA		NA	1997
(1257)	0.10	70	R			From Cul-de-Sac				NA		NA	1997
(1257)	0.17	350	R			To 89-1260				NA		NA	1997
(1257)	0.10	70	R			From 89-1256				NA		NA	1997

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						2Axle	3+Axle	1Trail	2Trail				
Stafford County													
(1257)	0.08	70	R			From 89-1256				NA		NA	1997
						To Dead End							
(1258)	0.16	190	R			From 89-1260				NA		NA	1997
						To 89-1256							
(1259)	0.09	200	R			From 89-1263				NA		NA	1997
						To 89-1260							
(1259)	0.09	340	R			From 89-1261				NA		NA	1997
						To 89-1256							
(1260)	0.17	160	R			From 89-1259				NA		NA	1997
						To 89-1258							
(1260)	0.08	60	R			From 89-1257				NA		NA	1997
						To 89-1259							
(1261)	0.06	80	R			From 89-1259				NA		NA	1997
						To Cul-de-Sac							
(1262)	0.28	2300	R			From 89-610				NA		NA	07/19/2000
						To 89-642							
(1263)	0.10	80	R			From Cul-de-Sac				NA		NA	07/10/2000
						To 89-1259							
(1263)	0.07	60	R			From 89-1259				NA		NA	07/10/2000
						To Cul-de-Sac							
(1264)	1.17	3900	R			From 89-709				NA		NA	07/25/2000
						To 89-610							
(1265)	0.27	270	R			From 89-644				NA		NA	1997
						To 89-1269							
(1265)	0.10	270	R			From 89-1269				NA		NA	1997
						To 89-1271							
(1265)	0.14	220	R			From 89-1271				NA		NA	1997
						To 89-1274							
(1266)	0.08	160	R			From Cul-de-Sac				NA		NA	1997
						To 89-1267							
(1266)	0.17	260	R			From 89-1267				NA		NA	1997
						To 89-1265							
(1267)	0.22	360	R			From 89-1266				NA		NA	1997
						To 89-1268							
(1267)	0.07	530	R			From 89-1268				NA		NA	1997
						To 89-627							
(1268)	0.18	140	R			From 89-1267				NA		NA	1997
						To Cul-de-Sac							
(1269)	0.16	220	R			From 89-1265				NA		NA	1997
						To 89-1270							

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						2Axle	3+Axle	1Trail	2Trail				
Stafford County													
(1270)	0.07	50	R			From Dead End				NA		NA	1997
(1270)	0.17	80	R			To 89-1269				NA		NA	1997
(1271)	0.12	49	R			From Cul-de-Sac				NA		NA	1997
(1272)	0.61	270	R			To Dead End				NA		NA	1997
(1272)	0.53	710	R			From 89-627				NA		NA	1997
(1272)	0.38	280	R			To 89-1273				NA		NA	1997
(1273)	0.04	30	R			From Cul-de-Sac				NA		NA	1997
(1273)	0.16	280	R			To 89-1274				NA		NA	1997
(1273)	0.23	320	R			From 89-1295				NA		NA	1997
(1274)	0.12	60	R			To 89-1272				NA		NA	1997
(1274)						From Cul-de-Sac				NA		NA	1997
(1274)	0.15	250	R			To 89-1265				NA		NA	1997
(1275)	0.34	190	R			To 89-1273				NA		NA	1997
(1275)	0.23	420	R			From Dead End				NA		NA	1997
(1275)	0.12	300	R			To 89-643				NA		NA	1997
(1275)	0.08	45	R			From 89-1278				NA		NA	1997
(1276)	0.18	110	R			To 89-1276				NA		NA	1997
(1276)	0.06	170	R			From 89-1279				NA		NA	1997
(1276)	0.18	100	R			To 89-1275				NA		NA	1997
(1277)	0.07	60	R			From 89-1277				NA		NA	1997
(1277)						To Cul-de-Sac				NA		NA	1997
(1278)	0.17	50	R			From Cul-de-Sac				NA		NA	1997
(1278)	0.17	50	R			To 89-1276				NA		NA	1997
(1279)	0.38	160	R			From 89-1297				NA		NA	1997
(1279)	0.41	80	R			To 89-1275				NA		NA	1997
(1279)						From 89-643				NA		NA	1997
(1279)						To 89-1298				NA		NA	1997
(1279)						From Cul-de-Sac				NA		NA	1997

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Route	Length	AADT	QA	4Tire	Bus	Truck	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail				
Stafford County													
(1280)	0.13	170	R			From	89-1282			NA		NA	1997
(1280)	0.14	150	R			To	89-1284			NA		NA	1997
						To	Cul-de-Sac						
(1281)	0.12	770	R			From	89-648			NA		NA	1997
(1281)	0.20	390	R			To	89-1282			NA		NA	1997
						To	89-1284						
(1281)	0.05	60	R			From	89-648			NA		NA	1997
						To	Cul-de-Sac						
(1282)	0.05	100	R			From	89-628			NA		NA	1997
(1282)	0.07	30	R			To	89-1280			NA		NA	1997
						To	89-1283						
(1282)	0.06	360	R			From	89-628			NA		NA	1997
						To	89-1281						
(1282)	0.04	40	R			From	Cul-de-Sac			NA		NA	1997
						To	89-1282						
(1283)	0.14	130	R			To	89-1284			NA		NA	1997
						From	89-628						
(1284)	0.03	260	R			To	89-1288			NA		NA	1997
(1284)	0.07	170	R			From	89-1280			NA		NA	1997
						To	89-1283						
(1284)	0.05	200	R			From	89-1280			NA		NA	1997
						To	89-1281						
(1284)	0.07	200	R			From	89-1283			NA		NA	1997
						To	89-1281						
(1285)	0.11	110	R			From	89-616			NA		NA	1997
						To	89-1286						
(1286)	0.15	90	R			From	89-1285			NA		NA	1997
						To	89-1287						
(1287)	0.03	20	R			From	Dead End			NA		NA	1997
						To	89-1286						
(1287)	0.11	20	R			From	Dead End			NA		NA	1997
						To	89-1284						
(1288)	0.09	120	R			From	Cul-de-Sac			NA		NA	1997
						To	Cul-de-Sac						
(1289)	0.44	30	R			From	Cul-de-Sac			NA		NA	06/26/2000
						To	89-1300						
(1289)	0.08	10	R			From	Dead End			NA		NA	06/26/2000
						To	Dead End						

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Route	Length	AADT	QA	4Tire	Bus	Truck	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail				
Stafford County													
(1290)	0.16	180	R			From 89-612				NA		NA	1997
(1290)	0.12	20	R			To 89-1291				NA		NA	1997
						To Cul-de-Sac							
(1291)	0.07	100	R			From 89-1289				NA		NA	1997
(1291)	0.27	160	R			To 89-1292				NA		NA	1997
						To 89-1290							
(1292)	0.34	40	R			From 89-1291				NA		NA	1997
						To Cul-de-Sac							
(1293)	0.13	120	R			From 89-628				NA		NA	1997
						To 89-1294							
(1294)	0.05	20	R			From Dead End				NA		NA	1997
(1294)	0.06	30	R			From 89-1293				NA		NA	1997
						To Dead End							
(1295)	0.39	170	R			From 89-1273				NA		NA	1997
						To 89-1272							
(1295)	0.17	170	R			To Cul-de-Sac				NA		NA	1997
						From Cul-de-Sac							
(1296)	0.30	120	R			To 89-612				NA		NA	1997
						From 89-1298							
(1297)	0.28	80	R			To 89-1279				NA		NA	07/06/2000
						From 89-1279							
(1298)	0.30	110	R			To 89-643				NA		NA	07/06/2000
						From Cul-de-Sac							
(1299)	0.06	110	R			To 89-1168				NA		NA	09/21/2000
						From 89-1289							
(1300)	0.17	50	R			To Cul-de-Sac				NA		NA	06/26/2000
						From 89-687							
(1301)	0.07	1300	R			To 89-1302				NA		NA	1997
						From 89-1303							
(1301)	0.20	1200	R			To 89-1311				NA		NA	1997
						From 89-1305							
(1301)	0.35	820	R			To 89-1305				NA		NA	1997
						To 89-1313							
(1301)	0.16	590	R			From Dead End				NA		NA	1997
						To 89-1301							
(1302)	0.32	120	R							NA		NA	1997

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Route	Length	AADT	QA	4Tire	Bus	Truck	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail				
Stafford County													
(1303)	0.35	150	R			From Dead End				NA	NA	NA	1997
						To 89-1301							
(1304)	0.25	1400	R			From 89-630				NA	NA	NA	1997
						To 89-687							
(1305)	0.15	80	R			From 89-1301				NA	NA	NA	1997
						To Dead End							
(1306)	0.85	270	R			From 89-689				NA	NA	NA	1997
						To Dead End							
(1307)	0.07	580	R			From 89-1310				NA	NA	NA	1997
						To 89-1308							
(1307)	0.07	880	R			From 89-1309				NA	NA	NA	1997
						To 89-1309							
(1307)	0.03	1400	R			From 89-631				NA	NA	NA	1997
						To 89-1309							
(1308)	0.09	100	R			From 89-1307				NA	NA	NA	1997
						To 89-1307							
(1309)	0.10	440	R			From Cul-de-Sac				NA	NA	NA	1997
						To 89-1307							
(1310)	0.13	220	R			From Cul-de-Sac				NA	NA	NA	1997
						To 89-1307							
(1311)	0.10	240	R			From 89-1301				NA	NA	NA	1997
						To 89-1312							
(1311)	0.05	40	R			From Cul-de-Sac				NA	NA	NA	1997
						To Cul-de-Sac							
(1312)	0.32	170	R			From Cul-de-Sac				NA	NA	NA	1997
						To 89-1311							
(1313)	0.09	70	R			From Cul-de-Sac				NA	NA	NA	1997
						To 0.05 MN 89-1316							
(1313)	0.17	240	R			From 89-1301				NA	NA	NA	1997
						To Dead End							
(1313)	0.18	390	R			From 89-687				NA	NA	NA	1997
						To Dead End							
(1314)	0.05	49	R			From Cul-de-Sac				NA	NA	NA	1997
						To Cul-de-Sac							
(1315)	0.22	130	R			From Cul-de-Sac				NA	NA	NA	1997
						To 89-687							
(1316)	0.10	47	R			From Cul-de-Sac				NA	NA	06/26/2000	
						To 89-1313							
(1317)	0.17	450	R			From 89-1319				NA	NA	NA	1997
						To 89-1318							

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						2Axle	3+Axle	1Trail	2Trail				
Stafford County													
(1317)	0.12	560	R			From 89-1318				NA		NA	1997
						To 89-687							
(1318)	0.15	80	R			From Cul-de-Sac				NA		NA	1997
						To 89-1317							
(1319)	0.13	380	R			From 89-1355				NA		NA	1997
						To 89-1317							
(1319)	0.07	47	R			From Cul-de-Sac				NA		NA	1997
						To Cul-de-Sac							
(1320)	0.09	20	R			From Cul-de-Sac				NA		NA	1986
						To 89-1321							
(1320)	0.06	20	R			From 89-1064				NA		NA	1986
						To 89-1320							
(1321)	0.05	20	R			From Cul-de-Sac				NA		NA	1986
						To Cul-de-Sac							
(1322)	0.09	40	R			From 89-1323				NA		NA	1986
						To 89-1064							
(1322)	0.10	30	R			From 89-1065				NA		NA	1986
						To Cul-de-Sac							
(1322)	0.10	40	R			From 89-1322				NA		NA	1995
						To Cul-de-Sac							
(1323)	0.03	9	R			From 89-1325				NA		NA	1986
						To Cul-de-Sac							
(1324)	0.03	6	R			From 89-1064				NA		NA	1986
						To 89-1325							
(1324)	0.25	20	R			From 89-1064				NA		NA	1986
						To 89-1325							
(1324)	0.35	290	R			From 89-607				NA		NA	1995
						To 89-1064							
(1325)	0.19	40	R			From 89-1324				NA		NA	1986
						To Cul-de-Sac							
(1325)	0.10	40	R			From 89-1064				NA		NA	1995
						To 89-1065							
(1326)	0.49	280	R			From 89-1313				NA		NA	06/26/2000
						To Cul-de-Sac							
(1327)	0.14	50	R			From 89-1326				NA		NA	06/26/2000
						To Cul-de-Sac							
(1328)	0.88	190	R			From 89-616				NA		NA	06/21/2000
						To Cul-de-Sac							
(1328)	0.07	10	R			From 89-1328				NA		NA	06/21/2000
						To Cul-de-Sac							
(1329)													

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Route	Length	AADT	QA	4Tire	Bus	Truck	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail				
Stafford County													
(1330)	0.11	90	R			From 89-1328				NA		NA	06/21/2000
						To 89-645							
(1331)	0.16	20	R			From 89-1182				NA		NA	1986
						To 89-1180							
(1331)	0.23	90	R			From 89-1438				NA		NA	09/13/2000
						To Cul-de-Sac							
(1332)	0.08	20	R			From 89-1181				NA		NA	1986
						To 89-1335							
(1333)	0.25	10	R			From 89-624				NA		NA	1986
						To 89-1335							
(1334)	0.20	10	R			From 89-624				NA		NA	1986
						To Dead End							
(1335)	0.05	10	R			From 89-1333				NA		NA	1986
						To 89-1334							
(1335)	0.07	20	R			From 89-1334				NA		NA	1986
						To Dead End							
(1336)	0.18	920	R			From 89-630				NA		NA	1997
						To 89-1337							
(1337)	0.23	320	R			From Cul-de-Sac				NA		NA	1997
						To 89-1336							
(1338)	0.32	40	R			From 89-1306				NA		NA	06/26/2000
						To Cul-de-Sac							
(1339)	0.05	110	R			From Cul-de-Sac				NA		NA	08/16/2000
						To 89-624							
(1340)	0.15	1100	R			From 89-1341				NA		NA	1997
						To US 1							
(1341)	0.09	410	R			From 89-1340				NA		NA	1997
						To Cul-de-Sac							
(1342)	0.11	120	R			From 89-687				NA		NA	1997
						To 89-1343							
(1343)	0.13	70	R			From Cul-de-Sac				NA		NA	1997
						To 89-1342							
(1344)	0.20	2100	R			From Cul-de-Sac				NA		NA	09/21/2000
						To 89-630							
(1345)	0.91	360	R			From 89-630				NA		NA	08/09/2000
						To LOOP END							

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Route	Length	AADT	QA	4Tire	Bus	Truck	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail				
Stafford County													
(1346)	0.10	30	R			From Cul-de-Sac				NA		NA	08/09/2000
						To 89-1345							
(1347)	0.03	10	R			From Cul-de-Sac				NA		NA	1995
						To 89-1067							
(1348)	0.29	NA				From SR 218				NA		NA	
						To 89-1349							
(1348)	0.21	NA				From Dead End				NA		NA	
						To Cul-de-Sac							
(1349)	0.16	NA				From Cul-de-Sac				NA		NA	
						To 89-1348							
(1350)	0.07	50	R			From Cul-de-Sac				NA		NA	1995
						To 89-1090							
(1350)	0.20	50	R			From 89-1021 SOUTH				NA		NA	1995
(1350)	0.10	50	R			From 89-1019 SOUTH				NA		NA	1995
(1350)	0.45	140	R			From 89-1387 SOUTH				NA		NA	1995
(1350)	0.42	220	R			From 89-1354 NORTH				NA		NA	09/21/2000
(1350)	0.51	250	R			To 89-1089				NA		NA	1997
(1351)	0.09	40	R			From 89-1089				NA		NA	1995
						To Cul-de-Sac							
(1352)	0.10	50	R			From 89-1350 Gap Termin				NA		NA	1995
						To Cul-de-Sac							
(1353)	0.15	60	R			From 89-1350 SOUTH				NA		NA	1997
						To 89-1350 NORTH							
(1354)	0.14	70	R			From 89-1350 SOUTH				NA		NA	1997
						To 89-1350 Gap Ter							
(1355)	0.27	47	R			From 89-1356				NA		NA	06/26/2000
						To Cul-de-Sac							
(1356)	0.54	120	R			From Dead End				NA		NA	06/26/2000
						To Cul-de-Sac							
(1358)	0.05	80	R			From 89-621				NA		NA	09/21/2000
						To 89-1359							
(1358)	0.16	60	R			From Cul-de-Sac				NA		NA	09/21/2000
						To 89-1358							
(1359)	0.19	30	R			From Cul-de-Sac				NA		NA	09/21/2000
						To Cul-de-Sac							

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Stafford County																
(1360)	0.11	50	R			From	89-617					NA		NA	NA	08/23/2000
						To	Cul-de-Sac									
(1361)	0.28	NA				From	Cul-de-Sac					NA		NA		
Deep Run Road						To	89-615									
(1362)	0.09	80	R			From	Cul-de-Sac					NA		NA	NA	1997
						To	89-1363									1997
(1362)	0.14	70	R			From	89-610					NA		NA	NA	1997
						To	89-1362									
(1363)	0.04	30	R			From	Cul-de-Sac					NA		NA	NA	1997
						To	89-1362									
(1364)	0.05	NA				From	Cul-de-Sac/					NA		NA		
						To	89-01215(B)/									
(1365)	0.30	340	R			From	Cul-de-Sac					NA		NA	NA	08/09/2000
						To	89-630									
(1366)	0.19	300	R			From	89-1365					NA		NA	NA	08/09/2000
						To	89-1367									
(1367)	0.24	50	R			From	Cul-de-Sac					NA		NA	NA	08/09/2000
						To	89-1365									
(1368)	0.45	NA				From	Dead End					NA		NA		
						To	89-627									
(1369)	0.09	NA				From	89-1368					NA		NA		
						To	Cul-de-Sac									
(1370)	0.22	30	R			From	Cul-de-Sac					NA		NA	NA	1995
						To	89-768									
(1371)	0.19	20	R			From	Cul-de-Sac					NA		NA	NA	1995
						To	89-768									
(1372)	0.07	60	R			From	Cul-de-Sac					NA		NA	NA	08/14/2000
						To	89-606									
(1373)	0.34	280	R			From	89-608					NA		NA	NA	08/14/2000
						To	89-606									
(1374)	0.06	40	R			From	Cul-de-Sac					NA		NA	NA	08/14/2000
						To	89-606									
(1375)	0.46	130	R			From	89-1377					NA		NA	NA	07/06/2000
						To	89-627									
(1376)	0.19	150	R			From	Cul-de-Sac					NA		NA	NA	07/06/2000
						To	89-1375									
(1377)	0.42	50	R			From	Cul-de-Sac					NA		NA	NA	07/06/2000
						To	89-1376									

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Route	Length	AADT	QA	4Tire	Bus	Truck	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail				
Stafford County													
(1378)	0.08	NA				From Cul-de-Sac/				NA	NA		
						To Dead End/							
(1379)	0.30	80	R			From 89-627				NA	NA	09/21/2000	
						To Cul-de-Sac							
(1380)	0.09	45	R			From Cul-de-Sac				NA	NA	07/06/2000	
						To 89-1275							
(1381)	0.11	45	R			From 89-1275				NA	NA	07/06/2000	
						To Cul-de-Sac							
(1382)	0.17	100	R			From Cul-de-Sac				NA	NA	07/06/2000	
						To 89-643							
(1383)	0.24	NA				From 89-00621(B)/				NA	NA		
						To 89-01384(B)/							
(1384)	0.18	NA				From Cul-de-Sac/				NA	NA		
						To Cul-de-Sac/							
(1385)	0.07	40	R			From Cul-de-Sac				NA	NA	1995	
						To 89-1084							
(1386)	0.11	NA				From Cul-de-Sac/				NA	NA		
						To 89-01392(B)/							
(1387)	0.04	110	R			From Cul-de-Sac				NA	NA	10/17/2000	
						To 89-1388							
(1387)	0.08	70	R			From 89-1389				NA	NA	10/17/2000	
						To 89-1389							
(1387)	0.14	980	R			From 89-1350 SOUTH				NA	NA	10/17/2000	
						To 89-1350 NORTH							
(1388)	0.15	260	R			From 89-1389				NA	NA	10/17/2000	
						To 89-1387							
(1388)	0.31	330	R			From 89-1387				NA	NA	10/17/2000	
						To 89-1389							
(1388)	0.22	80	R			From 89-1389				NA	NA	10/17/2000	
						To Cul-de-Sac							
(1389)	0.08	90	R			From 89-607				NA	NA	10/17/2000	
						To 89-1388							
(1389)	0.07	1700	R			From 89-1388				NA	NA	10/17/2000	
						To 89-1387							
(1389)	0.23	1300	R			From 89-1387				NA	NA	10/17/2000	
						To 89-1388							
(1389)	0.25	330	R			From 89-1388				NA	NA	10/17/2000	
						To Cul-de-Sac							
(1389)	0.06	70	R			From 89-1081				NA	NA	10/17/2000	
						To Cul-de-Sac							
(1390)	0.06	30	R			From 89-1081				NA	NA	1995	
						To Cul-de-Sac							

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						2Axle	3+Axle	1Trail	2Trail				
Stafford County													
(1391)	0.25	60	R			From: 89-1393				NA		NA	08/09/2000
						To: 89-1392							
(1392)	0.86	50	R			From: Dead End				NA		NA	08/09/2000
						To: 89-1391							
(1392)	0.35	NA				From: Cul-de-Sac				NA		NA	
						To: Cul-de-Sac							
(1393)	0.18	30	R			From: Cul-de-Sac				NA		NA	08/09/2000
						To: 89-1391							
(1394)	0.15	160	R			From: 89-1392				NA		NA	08/09/2000
						To: 89-651							
(1395)	0.98	1700	R			From: 89-721				NA		NA	06/26/2000
						To: 89-631							
(1396)	0.24	650	R			From: 89-1395				NA		NA	06/26/2000
						To: Cul-de-Sac							
(1397)	0.38	220	R			From: Dead End				NA		NA	06/26/2000
						To: 89-1396							
(1398)	0.12	190	R			From: 89-1399				NA		NA	06/26/2000
						To: 89-1396							
(1399)	0.24	160	R			From: 89-1397				NA		NA	06/26/2000
						To: Cul-de-Sac							
(1401)	0.11	40	R			From: SR 3				NA		NA	1997
						To: 89-1403							
(1401)	0.02	10	R			From: Dead End				NA		NA	1997
						To: SR 3							
(1402)	0.10	160	R			From: 89-1403				NA		NA	1997
						To: Dead End							
(1402)	0.11	70	R			From: 89-1402				NA		NA	1997
						To: Dead End							
(1403)	0.08	45	R			From: 89-1401				NA		NA	1997
						To: 89-1401							
(1404)	0.25	NA				From: Cul-de-Sac				NA		NA	
						To: 89-610							
(1405)	0.13	NA				From: Cul-de-Sac				NA		NA	
						To: 89-1404							
(1406)	0.73	140	R			From: BEGIN LOOP				NA		NA	1997
						To: END LOOP							
(1406)	0.16	20	R			From: END LOOP				NA		NA	1997
						To: 89-627							
(1407)	0.74	1300	R			From: US 1				NA		NA	10/03/2000
						To: 89-1446; 89-1447 WEST							

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Route	Length	AADT	QA	4Tire	Bus	Truck	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail				
Stafford County													
(1408)	0.33	80	R			From: 89-1407 WEST				NA		NA	10/03/2000
						To: 89-1409 WEST							
(1409)	0.09	40	R			From: 89-1408 WEST				NA		NA	10/03/2000
						To: 89-1408 EAST							
(1410)	0.26	150	R			From: 89-1411				NA		NA	1997
						To: SR 3; 89-601							
(1411)	0.14	110	R			From: Dead End				NA		NA	1999
						To: 89-1410							
(1411)	0.10	50	R			From: Dead End				NA		NA	1997
						To: Cul-de-Sac							
(1412)	0.07	NA				From: 89-1482				NA		NA	
						To: Cul-de-Sac							
(1413)	0.20	1400	R			From: 89-684				NA		NA	07/10/2000
						To: Dead End							
(1414)	0.13	NA				From: Cul-de-Sac				NA		NA	
						To: 89-1482							
(1415)	0.79	1300	R			From: Cul-de-Sac				NA		NA	07/10/2000
						To: 89-679							
(1416)	0.52	680	R			From: Cul-de-Sac				NA		NA	07/10/2000
						To: 89-679							
(1417)	0.33	90	R			From: 89-1416				NA		NA	07/10/2000
						To: Cul-de-Sac							
(1418)	0.08	45	R			From: 89-1417				NA		NA	07/10/2000
						To: Cul-de-Sac							
(1419)	0.21	80	R			From: 89-1416				NA		NA	07/10/2000
						To: 89-1415							
(1420)	0.20	120	R			From: 89-1415				NA		NA	07/10/2000
						To: 89-1416							
(1421)	0.10	90	R			From: Cul-de-Sac				NA		NA	07/10/2000
						To: 89-1415							
(1422)	0.13	90	R			From: 89-1415				NA		NA	07/10/2000
						To: Cul-de-Sac							
(1423)	0.07	90	R			From: 89-1416				NA		NA	07/10/2000
						To: Cul-de-Sac							
(1424)	0.09	NA				From: Cul-de-Sac				NA		NA	
						To: 89-1482; 89-1473							
(1425)	0.20	490	R			From: 89-1395				NA		NA	06/26/2000
						To: Cul-de-Sac							

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Route	Length	AADT	QA	4Tire	Bus	Truck	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail				
Stafford County													
(1426)	0.09	70	R			From 89-1425				NA		NA	06/26/2000
						To Cul-de-Sac							
(1427)	0.08	70	R			From Cul-de-Sac				NA		NA	06/26/2000
						To 89-1397							
(1428)	0.07	60	R			From Cul-de-Sac				NA		NA	06/26/2000
						To 89-1395							
(1429)	0.67	NA				From Cul-de-Sac				NA		NA	
						To 89-720							
(1430)	0.28	80	R			From Cul-de-Sac				NA		NA	06/21/2000
						To 89-610							
(1431)	0.06	NA				From 89-1429				NA		NA	
						To Cul-de-Sac							
(1432)	0.60	120	R			From Dead End				NA		NA	06/21/2000
						To 89-646							
(1433)	0.23	300	R			From Cul-de-Sac				NA		NA	10/03/2000
						To 89-1436							
(1433)	0.09	360	R			From 89-1434				NA		NA	10/03/2000
						To 89-720							
(1434)	0.04	630	R			From Dead End				NA		NA	10/03/2000
						To 89-1435							
(1434)	0.23	120	R			From 89-1435				NA		NA	10/03/2000
						To 89-1433							
(1435)	0.07	380	R			From Cul-de-Sac				NA		NA	10/03/2000
						To 89-1434							
(1435)	0.05	50	R			From Cul-de-Sac				NA		NA	10/03/2000
						To 89-1434							
(1436)	0.05	50	R			From Cul-de-Sac				NA		NA	10/03/2000
						To 89-1433							
(1436)	0.10	110	R			From 89-1331				NA		NA	10/03/2000
						To JENNY LYNN ROAD							
(1437)	0.24	40	R			From SR 218				NA		NA	1997
						To 89-1331							
(1438)	0.13	20	R			From 89-1331				NA		NA	1997
						To JENNY LYNN ROAD							
(1438)	0.24	49	R			From 89-1437				NA		NA	1997
						To 89-1438 JENNY LYNN							
(1439)	0.10	100	R			From 89-1438 JENNY LYNN				NA		NA	09/13/2000
						To 89-1429							
(1441)	0.05	NA				From Cul-de-Sac				NA		NA	
						To 89-652							
(1442)	0.46	80	R			From Cul-de-Sac				NA		NA	1997
						To Cul-de-Sac							

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						2Axle	3+Axle	1Trail	2Trail				
Stafford County													
(1443)	0.05	40	R			From 89-1408				NA		NA	10/03/2000
						To Cul-de-Sac							
(1444)	0.20	190	R			From 89-1407; 89-1446 EAST				NA		NA	10/03/2000
						To Cul-de-Sac							
(1445)	0.80	1700	R			From Dead End				NA		NA	10/03/2000
						To 89-670							
(1446)	0.27	130	R			From 89-1407; 89-1444 EAST				NA		NA	10/03/2000
						To 89-1407; 89-1447 WEST							
(1447)	0.38	890	R			From 89-1407; 89-1446 WEST				NA		NA	10/03/2000
						To 89-1448							
(1448)	0.04	50	R			From 89-1447				NA		NA	10/03/2000
						To Cul-de-Sac							
(1449)	0.35	90	R			From 89-671				NA		NA	06/21/2000
						To Cul-de-Sac							
(1450)	0.26	90	R			From 89-654				NA		NA	08/21/2000
						To Cul-de-Sac							
(1451)	0.12	160	R			From Dead End				NA		NA	07/17/2000
						To 89-1453							
(1451)	0.05	310	R			From 89-1452				NA		NA	07/17/2000
						To 89-1470							
(1451)	0.05	490	R			From 89-1470				NA		NA	07/17/2000
						To 89-610							
(1452)	0.08	120	R			From Cul-de-Sac				NA		NA	07/17/2000
						To 89-1451							
(1453)	0.09	120	R			From Cul-de-Sac				NA		NA	07/17/2000
						To 89-1451							
(1454)	0.09	120	R			From 89-1470				NA		NA	07/17/2000
						To Cul-de-Sac							
(1455)	0.25	1600	R			From Dead End				NA		NA	07/17/2000
						To 89-684							
(1455)	0.09	30000	R			From 89-1456				NA		NA	07/17/2000
						To 89-1456							
(1455)	0.15	2000	R			From Dead End				NA		NA	07/17/2000
						To 89-1455							
(1456)	0.12	630	R			From 89-1455				NA		NA	07/17/2000
						To Dead End							
(1457)	0.09	100	R			From 89-1470; 89-1458				NA		NA	07/17/2000
						To Cul-de-Sac							

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						2Axle	3+Axle	1Trail	2Trail				
Stafford County													
(1458)	0.11	200	R			From Cul-de-Sac				NA		NA	07/17/2000
						To 89-1470; 89-1457							
(1459)	0.17	350	R			From 89-1465				NA		NA	07/17/2000
						To 89-1466							
(1459)	0.26	340	R			From 89-1461				NA		NA	07/17/2000
						To 89-684							
(1460)	0.11	2400	R			From 89-1461				NA		NA	07/13/2000
						To 89-1463							
(1460)	0.03	2000	R			From 89-1463				NA		NA	07/13/2000
						To 89-1464							
(1460)	0.09	2000	R			From 89-1464				NA		NA	07/13/2000
						To 89-1466							
(1460)	0.21	1700	R			From 89-1466				NA		NA	07/13/2000
						To 89-1465							
(1460)	0.15	1400	R			From 89-1460				NA		NA	07/13/2000
						To 89-1462							
(1461)	0.05	520	R			From 89-1462				NA		NA	07/13/2000
						To 89-1459							
(1461)	0.06	410	R			From 89-1459				NA		NA	07/13/2000
						To Cul-de-Sac							
(1461)	0.05	70	R			From Cul-de-Sac				NA		NA	07/13/2000
						To 89-1461							
(1462)	0.06	70	R			From Cul-de-Sac				NA		NA	07/13/2000
						To 89-1460							
(1463)	0.04	60	R			From Cul-de-Sac				NA		NA	07/13/2000
						To 89-1460							
(1464)	0.04	80	R			From Dead End				NA		NA	07/13/2000
						To 89-1472							
(1464)	0.13	150	R			From 89-1472				NA		NA	07/13/2000
						To 89-1471							
(1464)	0.08	350	R			From 89-1471				NA		NA	07/13/2000
						To 89-1465							
(1464)	0.06	300	R			From 89-1465				NA		NA	07/13/2000
						To 89-1460							
(1465)	0.21	490	R			From 89-1464				NA		NA	07/13/2000
						To 89-1466							
(1465)	0.17	1000	R			From 89-1466				NA		NA	07/13/2000
						To 89-1460							
(1465)	0.06	2300	R			From 89-1460				NA		NA	07/13/2000
						To 89-1459							
(1465)	0.06	2600	R			From 89-1459				NA		NA	07/13/2000
						To 89-1468							
(1465)	0.08	150	R			From 89-1468				NA		NA	07/13/2000
						To Cul-de-Sac							

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						2Axle	3+Axle	1Trail	2Trail				
Stafford County													
(1466)	0.12	NA				From	89-1482				NA	NA	
(1466)	0.05	140	R			To	89-1465				NA	NA	07/13/2000
(1466)	0.11	220	R			From	89-1460				NA	NA	07/13/2000
(1467)	0.12	180	R			To	89-1467				NA	NA	07/13/2000
(1467)	0.05	60	R			From	Cul-de-Sac				NA	NA	07/17/2000
(1468)	0.23	2600	R			To	89-1466				NA	NA	07/13/2000
(1468)	0.09	2600	R			From	Cul-de-Sac				NA	NA	07/13/2000
(1468)	0.19	2600	R			To	89-1469				NA	NA	07/13/2000
(1469)	0.08	120	R			From	89-1470				NA	NA	07/13/2000
(1469)	0.08	120	R			To	89-751				NA	NA	07/13/2000
(1470)	0.06	90	R			From	Cul-de-Sac				NA	NA	07/17/2000
(1470)	0.10	800	R			To	89-1468				NA	NA	07/17/2000
(1470)	0.10	900	R			From	Cul-de-Sac				NA	NA	07/17/2000
(1471)	0.07	680	R			To	89-1454				NA	NA	07/17/2000
(1471)	0.07	680	R			From	89-1451				NA	NA	07/17/2000
(1471)	0.07	680	R			To	89-1473				NA	NA	07/13/2000
(1471)	0.06	620	R			From	89-1473				NA	NA	07/13/2000
(1471)	0.16	970	R			To	89-1464				NA	NA	07/13/2000
(1472)	0.05	NA				From	89-1472				NA	NA	
(1472)	0.10	200	R			To	89-684				NA	NA	07/13/2000
(1472)	0.07	390	R			From	Cul-de-Sac				NA	NA	07/13/2000
(1473)	0.09	120	R			To	89-1473				NA	NA	07/13/2000
(1473)	0.09	120	R			From	89-1482; 891424				NA	NA	07/13/2000
(1474)	0.08	120	R			To	89-1472				NA	NA	07/13/2000
(1474)	0.08	120	R			From	89-1473				NA	NA	07/13/2000
(1475)	0.08	430	R			To	Cul-de-Sac				NA	NA	07/13/2000
(1475)	0.05	230	R			From	89-684				NA	NA	07/13/2000
(1475)	0.05	230	R			To	89-1476				NA	NA	07/13/2000
(1475)	0.05	230	R			From	89-1477				NA	NA	07/13/2000

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						2Axle	3+Axle	1Trail	2Trail							
Stafford County																
(1475)	0.07	180	R			From	89-1477					NA		NA	NA	07/13/2000
						To	Cul-de-Sac									
(1476)	0.07	120	R			From	Cul-de-Sac					NA		NA	NA	07/13/2000
						To	89-1475									
(1477)	0.04	110	R			From	Cul-de-Sac					NA		NA	NA	07/13/2000
						To	89-1475									
(1478)	0.06	80	R			From	Cul-de-Sac					NA		NA	NA	07/10/2000
						To	89-684									
(1478)	0.04	280	R			From	89-684					NA		NA	NA	07/10/2000
						To	89-1479									
(1478)	0.04	70	R			From	Cul-de-Sac					NA		NA	NA	07/10/2000
						To	Cul-de-Sac									
(1479)	0.12	140	R			From	Cul-de-Sac					NA		NA	NA	07/10/2000
						To	89-1478									
(1479)	0.05	110	R			From	Cul-de-Sac					NA		NA	NA	07/10/2000
						To	89-1478									
(1480)	0.44	100	R			From	89-641 WEST					NA		NA	NA	07/19/2000
						To	89-641 EAST									
(1481)	0.18	290	R			From	89-1483					NA		NA	NA	07/19/2000
						To	89-1485									
(1481)	0.04	60	R			From	19-1485					NA		NA	NA	07/19/2000
						To	Cul-de-Sac									
(1482)	0.18	NA				From	Dead End					NA		NA	NA	
						To	89-1474									
(1482)	0.35	NA				From	89-684					NA		NA	NA	
						To	89-684									
(1482)	0.29	3300	R			From	89-1483					NA		NA	NA	07/10/2000
						To	89-1483									
(1482)	0.17	870	R			From	89-1485					NA		NA	NA	07/10/2000
						To	89-1489									
(1482)	0.14	470	R			From	89-1485					NA		NA	NA	07/10/2000
						To	89-1489									
(1483)	0.05	830	R			From	89-1482					NA		NA	NA	07/12/2000
						To	89-1481									
(1483)	0.09	580	R			From	89-1481					NA		NA	NA	07/12/2000
						To	89-1484									
(1483)	0.02	10	R			From	89-1484					NA		NA	NA	07/12/2000
						To	Dead End									
(1484)	0.07	110	R			From	Cul-de-Sac					NA		NA	NA	07/10/2000
						To	89-1483									
(1484)	0.08	510	R			From	89-1483					NA		NA	NA	07/10/2000
						To	BEGIN LOOP									
(1484)	0.27	290	R			From	BEGIN LOOP					NA		NA	NA	07/10/2000
						To	END LOOP									

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						2Axle	3+Axle	1Trail	2Trail				
Stafford County													
(1485)	0.07	120	R			From Cul-de-Sac				NA		NA	07/19/2000
(1485)	0.05	220	R			To 89-1482				NA		NA	07/19/2000
(1485)	0.05	110	R			From 89-1488				NA		NA	07/19/2000
(1486)	0.12	3000	R			To 89-1481				NA		NA	07/19/2000
(1486)	0.13	NA				From 89-684				NA		NA	07/19/2000
(1487)	0.07	100	R			To 89-1605				NA		NA	07/19/2000
(1488)	0.06	170	R			From 89-1790				NA		NA	07/19/2000
(1489)	0.56	NA				From 89-1489				NA		NA	07/19/2000
(1489)	0.07	100	R			To Cul-de-Sac				NA		NA	07/19/2000
(1489)	0.06	170	R			From Cul-de-Sac				NA		NA	07/19/2000
(1489)	0.06	170	R			To 89-1485				NA		NA	07/19/2000
(1489)	0.56	NA				From 89-1482				NA		NA	
(1489)	0.17	130	R			To 89-1487				NA		NA	07/19/2000
(1489)	0.15	160	R			From 89-1482				NA		NA	07/19/2000
(1490)	0.57	940	R			To Cul-de-Sac				NA		NA	09/21/2000
(1490)						From Cul-de-Sac				NA		NA	
(1491)	0.40	1700	R			To US 17				NA		NA	08/14/2000
(1491)	0.09	1300	R			From 89-1492 MID				NA		NA	08/14/2000
(1491)	0.08	1200	R			To 89-1495				NA		NA	08/14/2000
(1491)	0.11	NA				From 89-1492 NORTH				NA		NA	
(1491)						To 89-1515				NA		NA	
(1492)	0.27	530	R			From Cul-de-Sac				NA		NA	08/14/2000
(1492)						To 89-1491 EAST				NA		NA	
(1492)	0.27	110	R			From 89-1491 MID				NA		NA	08/14/2000
(1492)						To 89-1491 NORTH				NA		NA	
(1492)	0.29	110	R			To Dead End				NA		NA	08/14/2000
(1493)	0.12	140	R			From Cul-de-Sac				NA		NA	08/14/2000
(1493)						To 89-1491				NA		NA	
(1494)	0.04	80	R			From Cul-de-Sac				NA		NA	08/14/2000
(1494)						To 89-1491				NA		NA	
(1495)	0.06	100	R			From Cul-de-Sac				NA		NA	08/14/2000
(1495)						To 89-1491				NA		NA	

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Route	Length	AADT	QA	4Tire	Bus	Truck	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail				
Stafford County													
(1496)	1.12	NA				From	89-655				NA	NA	
						To	Cul-de-Sac						
(1497)	0.11	NA				From	89-1496				NA	NA	
						To	89-1498						
(1498)	0.26	NA				From	Cul-de-Sac				NA	NA	
						To	Cul-de-Sac						
(1499)	0.07	140	R			From	89-1482				NA	NA	07/19/2000
						To	Cul-de-Sac						
(1500)	0.09	30	R			From	Cul-de-Sac				NA	NA	1997
						To	89-1502						
(1500)	0.33	130	R			From	89-649				NA	NA	1997
						To	Cul-de-Sac						
(1501)	0.10	30	R			From	89-1502				NA	NA	1997
						To	89-649						
(1501)	0.21	120	R			From	89-1501				NA	NA	1997
						To	89-1500						
(1502)	0.13	49	R			From	89-662				NA	NA	1997
						To	Cul-de-Sac						
(1503)	0.36	140	R			From	89-1504				NA	NA	07/06/2000
						To	Cul-de-Sac						
(1503)	0.14	40	R			From	89-662				NA	NA	07/06/2000
						To	89-1504						
(1504)	0.29	130	R			From	89-662				NA	NA	07/06/2000
						To	89-1505						
(1504)	0.41	48	R			From	89-649				NA	NA	07/06/2000
						To	89-1503						
(1505)	0.18	90	R			From	89-1504				NA	NA	07/06/2000
						To	Cul-de-Sac						
(1506)	0.56	190	R			From	89-649				NA	NA	07/06/2000
						To	Dead End						
(1506)	0.10	50	R			From	89-1508				NA	NA	07/06/2000
						To	Cul-de-Sac						
(1507)	0.34	80	R			From	89-649				NA	NA	07/06/2000
						To	Cul-de-Sac						
(1508)	0.33	70	R			From	89-1506				NA	NA	07/06/2000
						To	Cul-de-Sac						
(1509)	0.35	NA				From	89-616				NA	NA	
						To	Cul-de-Sac						
(1510)	0.12	60	R			From	89-611				NA	NA	07/27/2000
						To	Cul-de-Sac						

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Stafford County																
(1511)	0.50	NA				From	89-01515(B)/					NA		NA		
						To	89-01513(B)/									
(1512)	0.17	NA				From	Cul-de-Sac/					NA		NA		
						To	89-01511(B)/									
(1513)	0.24	NA				From	Cul-de-Sac/					NA		NA		
						To	Cul-de-Sac/									
(1514)	0.10	NA				From	89-01513(B)/					NA		NA		
						To	Cul-de-Sac/									
(1515)	0.48	NA				From	89-00652(B)/					NA		NA		
						To	89-01511(B)/									
(1516)	0.38	270	R			From	Dead End					NA		NA	08/02/2000	
						To	89-1518									
(1517)	0.06	560	R			From	89-1518					NA		NA	08/02/2000	
						To	89-1523									
(1518)	0.07	620	R			From	Dead End					NA		NA	08/02/2000	
						To	89-1517									
(1518)	0.19	490	R			From	89-1519					NA		NA	08/02/2000	
						To	Dead End									
(1518)	0.06	900	R			From	89-1518					NA		NA	08/02/2000	
						To	Cul-de-Sac									
(1519)	0.08	100	R			From	Dead End					NA		NA	08/02/2000	
						To	89-1518									
(1520)	0.57	520	R			From	89-1209					NA		NA	08/02/2000	
						To	Dead End									
(1521)	0.07	200	R			From	89-1200					NA		NA	07/25/2000	
						To	89-1209									
(1522)	0.48	370	R			From	89-1592; 89-1593; 89-1596					NA		NA	08/02/2000	
						To	89-1200									
(1523)	0.61	380	R			From	Dead End					NA		NA	08/02/2000	
						To	Dead End									
(1524)	0.15	90	R			From	89-1522					NA		NA	08/02/2000	
						To	89-1520									
(1525)	0.15	50	R			From	89-1522					NA		NA	08/02/2000	
						To	89-1520									
(1526)	0.90	540	R			From	Dead End					NA		NA	08/02/2000	
						To	89-1243									
(1527)	0.26	110	R			From	89-1522					NA		NA	08/02/2000	
						To	Cul-de-Sac									

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Stafford County																
(1528)	0.37	110	R			From	89-1522					NA		NA	NA	08/02/2000
						To	Dead End									
(1529)	0.58	80	R			From	Cul-de-Sac					NA		NA	NA	07/25/2000
						To	89-1243									
(1530)	0.15	100	R			From	89-1209					NA		NA	NA	07/25/2000
						To	Cul-de-Sac									
(1531)	0.08	100	R			From	Cul-de-Sac					NA		NA	NA	07/25/2000
						To	89-1209									
(1532)	0.10	70	R			From	89-1526					NA		NA	NA	08/02/2000
						To	Cul-de-Sac									
(1533)	0.06	70	R			From	89-1526					NA		NA	NA	08/02/2000
						To	Cul-de-Sac									
(1534)	0.15	60	R			From	89-1536					NA		NA	NA	08/02/2000
						To	Cul-de-Sac									
(1535)	0.07	60	R			From	Cul-de-Sac					NA		NA	NA	08/02/2000
						To	89-1209									
(1535)	0.17	130	R			From	89-1526					NA		NA	NA	08/02/2000
						To	Cul-de-Sac									
(1535)	0.09	100	R			From	89-1526					NA		NA	NA	08/02/2000
						To	Cul-de-Sac									
(1536)	0.16	190	R			From	89-1538					NA		NA	NA	08/02/2000
						To	89-1534									
(1536)	0.09	60	R			From	89-1534					NA		NA	NA	08/02/2000
						To	Cul-de-Sac									
(1537)	0.07	40	R			From	89-1536					NA		NA	NA	08/02/2000
						To	Cul-de-Sac									
(1538)	0.07	290	R			From	89-1209					NA		NA	NA	08/02/2000
						To	89-1536									
(1538)	0.08	60	R			From	89-1536					NA		NA	NA	08/02/2000
						To	Dead End									
(1540)	0.29	110	R			From	89-656					NA		NA	NA	08/23/2000
						To	Cul-de-Sac									
(1541)	0.26	60	R			From	Cul-de-Sac					NA		NA	NA	08/23/2000
						To	89-1540									
(1542)	0.24	NA				From	89-656					NA		NA	NA	
						To	89-1544									
(1543)	0.36	NA				From	89-1542					NA		NA	NA	
						To	89-1544									
(1544)	0.17	NA				From	89-1542					NA		NA	NA	
						To	89-1543									

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						2Axle	3+Axle	1Trail	2Trail				
Stafford County													
(1545)	0.25	1600	R			From 89-648				NA		NA	07/25/2000
(1545)	0.10	790	R			To BEGIN LOOP				NA		NA	07/25/2000
(1545)	0.26	390	R			From 89-1546				NA		NA	07/25/2000
(1545)	0.21	120	R			To 89-1547 WEST				NA		NA	07/25/2000
(1546)	0.07	120	R			From 89-1545 Gap Ter				NA		NA	07/25/2000
(1547)	0.16	240	R			To Cul-de-Sac				NA		NA	07/25/2000
(1547)	0.04	100	R			From 89-1545 WEST				NA		NA	07/25/2000
(1547)	0.17	280	R			To 89-1545 EAST				NA		NA	07/25/2000
(1547)	0.07	390	R			From 89-1549 NORTH				NA		NA	07/25/2000
(1548)	0.10	140	R			To 89-1545 SOUTH				NA		NA	07/25/2000
(1549)	0.15	130	R			From Cul-de-Sac				NA		NA	07/25/2000
(1550)	0.12	230	R			To 89-1545				NA		NA	07/19/2000
(1551)	0.31	1200	R			From 89-1547 SOUTH				NA		NA	07/19/2000
(1552)	0.47	420	R			To 89-1547 NORTH				NA		NA	07/19/2000
(1553)	0.19	120	R			From 89-610				NA		NA	07/19/2000
(1554)	0.23	150	R			To 89-610				NA		NA	07/19/2000
(1555)	0.29	160	R			From 89-1551				NA		NA	07/19/2000
(1556)	0.09	60	R			To Cul-de-Sac				NA		NA	07/19/2000
(1560)	0.06	90	R			From 89-1552				NA		NA	07/25/2000
(1560)	0.06	340	R			To 89-1551				NA		NA	07/25/2000
(1560)	0.13	500	R			From Cul-de-Sac				NA		NA	07/25/2000
(1560)						To 89-1561				NA		NA	07/25/2000
(1560)						From 89-1562				NA		NA	07/25/2000
(1560)						To 89-709				NA		NA	07/25/2000

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Route	Length	AADT	QA	4Tire	Bus	Truck	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail				
Stafford County													
(1561)	0.14	190	R			From 89-1560				NA		NA	07/25/2000
						To Cul-de-Sac							
(1562)	0.06	200	R			From 89-1560				NA		NA	07/25/2000
						To 89-1563							
(1562)	0.14	160	R			From 89-1563				NA		NA	07/25/2000
						To Cul-de-Sac							
(1563)	0.06	200	R			From 89-1562				NA		NA	07/25/2000
						To 89-1564							
(1563)	0.05	380	R			From 89-1564				NA		NA	07/25/2000
						To 89-709							
(1564)	0.14	170	R			From 89-1563				NA		NA	07/25/2000
						To Cul-de-Sac							
(1565)	0.06	910	R			From 89-648				NA		NA	08/07/2000
						To 89-1566 SOUTH							
(1565)	0.43	770	R			From 89-1566				NA		NA	08/07/2000
						To 89-1566 NORTH							
(1565)	0.49	NA				From 89-1575				NA		NA	
						To Cul-de-Sac							
(1566)	0.43	110	R			From 89-1567				NA		NA	08/07/2000
						To 89-1565 SOUTH							
(1566)	0.86	80	R			From Cul-de-Sac				NA		NA	08/07/2000
						To 89-1566							
(1567)	0.39	50	R			From 89-1566				NA		NA	08/07/2000
						To Cul-de-Sac							
(1568)	0.35	250	R			From 89-648				NA		NA	08/07/2000
						To 89-1566							
(1569)	0.15	30	R			From Cul-de-Sac				NA		NA	08/07/2000
						To 89-1566							
(1570)	0.11	1200	R			From 89-637				NA		NA	07/27/2000
						To 89-1571							
(1570)	0.43	780	R			From Dead End				NA		NA	07/27/2000
						To 89-1570							
(1571)	0.35	380	R			From 89-1570				NA		NA	07/27/2000
						To 89-1572							
(1571)	0.11	270	R			From Dead End				NA		NA	07/27/2000
						To 89-1571							
(1572)	0.04	60	R			From Cul-de-Sac				NA		NA	07/27/2000
						To Cul-de-Sac/							
(1573)	0.14	NA				From 89-01595(B)/89-01599(U)/				NA		NA	
						To Cul-de-Sac/							

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Stafford County																
(1575)	0.36	NA				From	89-1565					NA		NA		
						To	Cul-de-Sac									
(1576)	0.74	NA				From	Cul-de-Sac					NA		NA		
						To	89-1565									
(1577)	0.25	NA				From	Cul-de-Sac					NA		NA		
						To	89-1576									
(1578)	0.06	NA				From	Dead End/					NA		NA		
						To	89-01588(B)/									
(1579)	0.13	NA				From	89-01578(B)/					NA		NA		
						To	Cul-de-Sac/									
(1580)	0.46	150	R			From	Dead End					NA		NA		1995
						To	US 17 BUS									
(1581)	0.17	NA				From	SR 218 LOCATION APPORXIMATE					NA		NA		
						To	89-1585									
(1582)	0.05	NA				From	Cul-de-Sac					NA		NA		
						To	89-1581									
(1583)	0.09	NA				From	Cul-de-Sac					NA		NA		
						To	89-1581; 89-1584									
(1584)	0.05	NA				From	89-1581; 89-1583					NA		NA		
						To	Cul-de-Sac									
(1585)	0.27	NA				From	89-669					NA		NA		
						To	Cul-de-Sac									
(1586)	0.17	250	R			From	89-652					NA		NA		10/10/2000
						To	89-1587									
(1586)	0.26	80	R			From	89-1587					NA		NA		10/10/2000
						To	Cul-de-Sac									
(1587)	0.41	160	R			From	89-1586					NA		NA		10/10/2000
						To	Cul-de-Sac									
(1588)	0.17	NA				From	89-1264					NA		NA		
						To	Cul-de-Sac									
(1589)	0.11	NA				From	Cul-de-Sac					NA		NA		
						To	89-1264									
(1590)	0.13	410	R			From	Cul-de-Sac					NA		NA		08/09/2000
						To	US 1									
(1591)	0.04	140	R			From	89-1590					NA		NA		08/09/2000
						To	Cul-de-Sac									
(1592)	0.25	NA				From	Dead End					NA		NA		
						To	89-1522; 89-1593; 89-1596									

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						2Axle	3+Axle	1Trail	2Trail				
Stafford County													
(1593)	0.08	NA				From: 89-1522; 89-1592; 89-1596				NA	NA		
						To: Cul-de-Sac							
(1594)	0.11	NA				From: Cul-de-Sac				NA	NA		
						To: 89-1592							
(1595)	0.59	NA				From: 89-648; 89-767				NA	NA		
						To: 89-1592							
(1596)	0.12	NA				From: Cul-de-Sac				NA	NA		
						To: 89-1522; 89-1592; 89-1593							
(1597)	0.11	NA				From: Cul-de-Sac				NA	NA		
						To: 89-1595; 89-1598							
(1598)	0.14	NA				From: 89-1595; 89-1597				NA	NA		
						To: Cul-de-Sac							
(1599)	0.09	NA				From: Cul-de-Sac				NA	NA		
						To: 89-1595							
(1600)	0.12	180	R			From: 89-627				NA	NA	1995	
						To: Cul-de-Sac							
(1602)	0.16	NA				From: Cul-de-Sac				NA	NA		
						To: 89-1433; 89-1603							
(1603)	0.12	NA				From: 89-1433; 89-1602				NA	NA		
						To: Cul-de-Sac							
(1604)	0.32	NA				From: Cul-de-Sac				NA	NA		
						To: 89-642							
(1605)	0.30	NA				From: 89-1486				NA	NA		
						To: Cul-de-Sac							
(1606)	0.18	NA				From: 89-1605				NA	NA		
						To: Cul-de-Sac							
(1607)	0.15	NA				From: 89-1605				NA	NA		
						To: 89-1790							
(1607)	0.21	NA				From: Dead End				NA	NA		
						To: Cul-de-Sac							
(1608)	0.08	NA				From: Cul-de-Sac				NA	NA		
						To: 89-1607; 89-1609							
(1609)	0.15	NA				From: 89-1607; 89-1608				NA	NA		
						To: Cul-de-Sac							
(1610)	0.30	220	R			From: 89-642				NA	NA	1997	
						To: 89-1202							
(1611)	0.11	110	R			From: 89-1610				NA	NA	07/19/2000	
						To: Cul-de-Sac							

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Stafford County																
(1612)	0.11	NA				From	Cul-de-Sac/					NA		NA		
						To	89-01607(B)/									
(1614)	0.15	170	R			From	89-1202					NA		NA		07/19/2000
						To	Cul-de-Sac									
(1615)	0.12	NA				From	Cul-de-Sac/					NA		NA		
						To	89-01617(B)/									
(1616)	0.15	NA				From	Cul-de-Sac/					NA		NA		
						To	89-01618(B)/89-01617(U)/									
(1617)	0.14	NA				From	89-01618(B)/89-01616(U)/					NA		NA		
						To	Cul-de-Sac/									
(1618)	0.22	NA				From	Dead End/					NA		NA		
						To	Dead End/									
(1619)	0.20	NA				From	Cul-de-Sac					NA		NA		
						To	89-1620									
(1620)	0.19	45	R			From	89-1161					NA		NA		1995
						To	89-1621									
(1620)	0.18	NA				From	Cul-de-Sac					NA		NA		
						To	Cul-de-Sac									
(1621)	0.09	NA				From	Cul-de-Sac					NA		NA		
						To	89-1620									
(1621)	0.07	20	R			From	89-1162					NA		NA		1995
						To	89-1162									
(1622)	0.14	NA				From	89-1162					NA		NA		
						To	Cul-de-Sac									
(1623)	0.27	NA				From	Cul-de-Sac					NA		NA		
						To	89-628									
(1624)	0.05	NA				From	89-1623; 89-1625					NA		NA		
						To	Cul-de-Sac									
(1625)	0.25	NA				From	Cul-de-Sac					NA		NA		
						To	89-1623; 89-1624									
(1626)	0.04	NA				From	89-1625					NA		NA		
						To	Cul-de-Sac									
(1627)	0.04	NA				From	Cul-de-Sac					NA		NA		
						To	89-1625									
(1628)	0.04	NA				From	Cul-de-Sac					NA		NA		
						To	89-1623; 89-1629									
(1629)	0.05	NA				From	89-1623; 89-1628					NA		NA		
						To	Cul-de-Sac									

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Stafford County																
(1630)	0.42	460	R			From	89-606					NA		NA	NA	1995
						To	89-1638									
(1631)	0.19	90	R			From	89-1630					NA		NA	NA	1995
						To	89-1636									
(1632)	0.19	80	R			From	89-1630					NA		NA	NA	1995
						To	89-1636									
(1633)	0.21	120	R			From	89-1630					NA		NA	NA	1995
						To	89-1636									
(1634)	0.06	40	R			From	89-1633					NA		NA	NA	1995
						To	Cul-de-Sac									
(1635)	0.06	40	R			From	89-1633					NA		NA	NA	1995
						To	Cul-de-Sac									
(1636)	0.22	220	R			From	89-606					NA		NA	NA	1995
						To	89-1633									
(1637)	0.20	100	R			From	89-1630					NA		NA	NA	1995
						To	Cul-de-Sac									
(1638)	0.26	100	R			From	89-1630					NA		NA	NA	1995
						To	Dead End									
(1639)	0.30	NA				From	Cul-de-Sac/					NA		NA	NA	
						To	89-01620(B)/									
(1642)	0.18	NA				From	89-00641(R)/					NA		NA	NA	
						To	Cul-de-Sac/									
(1643)	0.13	NA				From	89-00751(B)/					NA		NA	NA	
						To	Cul-de-Sac/									
(1644)	0.04	NA				From	89-01643(B)/					NA		NA	NA	
						To	Cul-de-Sac/									
(1645)	0.25	310	R			From	89-1098					NA		NA	NA	08/16/2000
						To	89-1097									
(1646)	0.13	NA				From	89-1098					NA		NA	NA	
						To	Cul-de-Sac									
(1647)	0.25	NA				From	Cul-de-Sac					NA		NA	NA	
						To	89-1646									
(1648)	0.37	NA				From	89-624					NA		NA	NA	
						To	89-1647									
(1649)	0.16	NA				From	Cul-de-Sac					NA		NA	NA	
						To	89-1648									
(1650)	0.27	210	R			From	89-665					NA		NA	NA	09/18/2000
						To	89-1653									

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						2Axle	3+Axle	1Trail	2Trail				
Stafford County													
(1650)	0.13	140	R			From 89-1653				NA		NA	09/18/2000
(1650)	0.42	180	R			To 89-1659 SOUTH				NA		NA	09/18/2000
						To 89-1659 NORTH							
(1651)	0.05	40	R			From Cul-de-Sac				NA		NA	09/18/2000
(1651)	0.12	60	R			To 89-665				NA		NA	09/18/2000
						To 89-1652							
(1652)	0.06	140	R			From 89-1656				NA		NA	09/18/2000
						To 89-1655							
(1652)	0.26	130	R			To Cul-de-Sac				NA		NA	09/18/2000
						From 89-1650							
(1653)	0.09	100	R			To 89-1654				NA		NA	09/18/2000
						To 89-682							
(1653)	0.13	260	R			From Cul-de-Sac				NA		NA	09/18/2000
						To 89-1653							
(1654)	0.07	100	R			From Cul-de-Sac				NA		NA	09/18/2000
						To 89-1653							
(1655)	0.43	120	R			From Cul-de-Sac				NA		NA	09/18/2000
						To 89-665 NORTH							
(1655)	0.14	80	R			To 89-1652				NA		NA	09/18/2000
						From Cul-de-Sac							
(1656)	0.07	48	R			To 89-665				NA		NA	09/18/2000
						To 89-1652							
(1656)	0.14	130	R			To 89-1657				NA		NA	09/18/2000
						From Cul-de-Sac							
(1657)	0.07	130	R			To 89-1657				NA		NA	09/18/2000
						From Cul-de-Sac							
(1657)	0.08	80	R			To 89-1656				NA		NA	09/21/2000
						To 89-1656							
(1657)	0.06	110	R			To 89-1190				NA		NA	09/21/2000
						To 89-1190							
(1657)	0.11	100	R			To 89-1650				NA		NA	09/21/2000
						To Cul-de-Sac							
(1657)	0.05	70	R			To Cul-de-Sac				NA		NA	09/21/2000
						From 89-1650 SOUTH							
(1659)	0.15	150	R			To 89-1660				NA		NA	09/21/2000
						To 89-1660							
(1659)	0.04	750	R			To 89-682				NA		NA	09/21/2000
						To 89-682							
(1660)	0.17	300	R			To 89-1663				NA		NA	09/21/2000
						To 89-1663							
(1660)	0.22	350	R			To 89-1662				NA		NA	09/21/2000
						To 89-1662							
(1660)						To 89-1661				NA		NA	09/21/2000
						To 89-1661							

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						2Axle	3+Axle	1Trail	2Trail							
Stafford County																
(1660)	0.16	450	R			From	89-1661					NA		NA	NA	09/21/2000
						To	89-1659									
(1661)	0.06	40	R			From	89-1650					NA		NA	NA	09/21/2000
						To	89-1660									
(1662)	0.08	47	R			From	Cul-de-Sac					NA		NA	NA	09/21/2000
						To	89-1660									
(1663)	0.11	80	R			From	Cul-de-Sac					NA		NA	NA	09/21/2000
						To	89-1660									
(1663)	0.09	60	R			From	Cul-de-Sac					NA		NA	NA	09/21/2000
						To	Cul-de-Sac									
(1664)	0.05	NA				From	Cul-de-Sac					NA		NA	NA	
						To	89-1656									
(1665)	0.16	60	R			From	89-1666					NA		NA	NA	1997
						To	89-654									
(1666)	0.25	20	R			From	Cul-de-Sac					NA		NA	NA	1997
						To	89-1665									
(1666)	0.37	30	R			From	Cul-de-Sac					NA		NA	NA	1997
						To	Cul-de-Sac									
(1667)	0.16	NA				From	Cul-de-Sac/					NA		NA	NA	
						To	Cul-de-Sac/									
(1668)	0.18	310	R			From	89-751					NA		NA	NA	07/19/2000
						To	Cul-de-Sac									
(1669)	0.13	200	R			From	89-1668					NA		NA	NA	07/19/2000
						To	Cul-de-Sac									
(1670)	0.19	760	R			From	89-751					NA		NA	NA	07/17/2000
						To	89-1675									
(1670)	0.03	890	R			From	89-1675					NA		NA	NA	07/17/2000
						To	89-1674									
(1670)	0.32	1200	R			From	89-751					NA		NA	NA	07/17/2000
						To	Cul-de-Sac									
(1671)	0.04	60	R			From	89-1670					NA		NA	NA	07/17/2000
						To	Cul-de-Sac									
(1671)	0.04	70	R			From	Cul-de-Sac					NA		NA	NA	07/17/2000
						To	89-1670									
(1672)	0.04	80	R			From	Cul-de-Sac					NA		NA	NA	07/17/2000
						To	89-1670									
(1672)	0.08	110	R			From	Cul-de-Sac					NA		NA	NA	07/17/2000
						To	89-1676									
(1673)	0.10	210	R			From	89-1676					NA		NA	NA	07/17/2000
						To	89-1670									

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						2Axle	3+Axle	1Trail	2Trail							
Stafford County																
(1673)	0.06	100	R			From	89-1670					NA		NA	NA	07/17/2000
						To	Cul-de-Sac									
(1674)	0.05	110	R			From	Cul-de-Sac					NA		NA	NA	07/17/2000
						To	89-1670									
(1675)	0.07	120	R			From	89-1670					NA		NA	NA	07/17/2000
						To	Cul-de-Sac									
(1676)	0.03	30	R			From	89-751					NA		NA	NA	1997
						To	89-1677									
(1676)	0.10	80	R			From	89-1677					NA		NA	NA	1997
						To	Cul-de-Sac									
(1676)	0.10	120	R			From	89-1673					NA		NA	NA	1997
						To	Cul-de-Sac									
(1677)	0.06	60	R			From	89-1676					NA		NA	NA	1997
						To	Cul-de-Sac									
(1679)	0.06	70	R			From	89-751					NA		NA	NA	1997
						To	Cul-de-Sac									
(1680)	0.23	170	R			From	89-607					NA		NA	NA	1997
						To	89-1681									
(1680)	0.15	60	R			From	89-1681					NA		NA	NA	1997
						To	89-1682									
(1680)	0.03	10	R			From	89-1682					NA		NA	NA	1997
						To	89-1683									
(1680)	0.05	20	R			From	89-1683					NA		NA	NA	1997
						To	89-1697									
(1680)	0.02	7	R			From	89-1697					NA		NA	NA	1997
						To	89-626									
(1681)	0.05	40	R			From	89-1680					NA		NA	NA	1997
						To	Cul-de-Sac									
(1682)	0.10	60	R			From	89-1680					NA		NA	NA	1997
						To	Cul-de-Sac									
(1683)	0.07	40	R			From	Cul-de-Sac					NA		NA	NA	1997
						To	89-1680									
(1684)	0.04	60	R			From	89-1680					NA		NA	NA	07/19/2000
						To	Cul-de-Sac									
(1685)	0.05	120	R			From	Cul-de-Sac					NA		NA	NA	07/17/2000
						To	89-1670									
(1686)	0.04	70	R			From	Cul-de-Sac					NA		NA	NA	07/17/2000
						To	89-1670									
(1687)	0.04	70	R			From	Cul-de-Sac					NA		NA	NA	07/19/2000
						To	89-1670									

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						2Axle	3+Axle	1Trail	2Trail							
Stafford County																
(1687)	0.10	130	R			From	89-1670					NA		NA	NA	07/19/2000
						To	Cul-de-Sac									
(1688)	0.38	NA				From	EUSTACE ROAD					NA		NA		
						To	89-751									
(1689)	0.42	NA				From	Cul-de-Sac					NA		NA		
						To	89-751									
(1690)	0.10	70	R			From	89-669					NA		NA	NA	1997
						To	89-1691									
(1690)	0.06	40	R			From	Dead End					NA		NA	NA	1997
(1691)	0.13	40	R			From	89-1667					NA		NA	NA	1997
						To	89-1690									
(1691)	0.07	60	R			From	89-1692					NA		NA	NA	1997
(1692)	0.08	80	R			From	Cul-de-Sac					NA		NA	NA	1997
						To	89-1691									
(1692)	0.04	60	R			From	Cul-de-Sac					NA		NA	NA	1997
						To	89-1692									
(1693)	0.06	NA				From	89-1688; 89-1695					NA		NA		
						To	Cul-de-Sac									
(1694)	0.04	NA				From	89-1688					NA		NA		
						To	Cul-de-Sac									
(1695)	0.60	NA				From	Cul-de-Sac					NA		NA		
						To	89-1688; 89-1693									
(1696)	0.39	NA				From	Cul-de-Sac					NA		NA		
						To	89-1695									
(1697)	0.05	7	R			From	Cul-de-Sac					NA		NA	NA	1997
						To	89-1680									
(1698)	0.34	NA				From	Cul-de-Sac					NA		NA		
						To	89-1695									
(1699)	0.24	NA				From	89-1695					NA		NA		
						To	89-1688									
(1700)	0.06	220	R			From	89-700					NA		NA	NA	07/31/2000
						To	89-1701									
(1700)	0.06	190	R			From	89-1702					NA		NA	NA	07/31/2000
						To	89-1703									
(1701)	0.05	250	R			From	89-1700					NA		NA	NA	07/31/2000
						To	Cul-de-Sac									
(1701)	0.05	60	R			From	89-1700					NA		NA	NA	07/31/2000
						To	Cul-de-Sac									

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						2Axle	3+Axle	1Trail	2Trail				
Stafford County													
(1702)	0.04	50	R			From Cul-de-Sac				NA		NA	07/31/2000
						To 89-1700							
(1703)	0.04	80	R			From Cul-de-Sac				NA		NA	07/31/2000
						To 89-1705							
(1703)	0.04	370	R			From 89-1700				NA		NA	07/31/2000
						To 89-1704							
(1703)	0.05	90	R			From 89-1704				NA		NA	07/31/2000
						To 89-700							
(1704)	0.08	140	R			From 89-1703				NA		NA	07/31/2000
						To Cul-de-Sac							
(1705)	0.07	440	R			From 89-1703				NA		NA	07/31/2000
						To Dead End							
(1706)	0.38	6000	R			From US 17				NA		NA	07/31/2000
						To 89-1705							
(1706)	0.10	3600	R			From 89-1705				NA		NA	07/31/2000
						To 89-700							
(1706)	0.18	NA				From 89-700				NA		NA	
						To 89-1707							
(1707)	0.34	NA				From Dead End				NA		NA	
						To 89-1706							
(1720)	0.21	1000	R			From Dead End				NA		NA	1997
						To 89-1726							
(1720)	0.40	2400	R			From 89-1726				NA		NA	1997
						To 89-610							
(1721)	0.07	40	R			From 89-1720				NA		NA	1997
						To Dead End							
(1722)	0.07	30	R			From 89-1720				NA		NA	1997
						To Dead End							
(1723)	0.33	620	R			From 89-671				NA		NA	1997
						To 89-1725							
(1723)	0.23	650	R			From 89-1725				NA		NA	1997
						To 89-1720							
(1724)	0.08	40	R			From 89-1723				NA		NA	1997
						To 89-1720							
(1725)	0.15	30	R			From 89-1723				NA		NA	1997
						To 89-1720							
(1726)	0.22	70	R			From 89-1723				NA		NA	1997
						To 89-1720							

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						2Axle	3+Axle	1Trail	2Trail				
Stafford County													
(1727)	0.25	150	R			From 89-671				NA		NA	1997
(1727)	0.28	470	R			To 89-1728				NA		NA	1997
(1728)	0.61	380	R			To Dead End				NA		NA	1997
(1728)	0.63	670	R			From 89-1720				NA		NA	1997
(1729)	0.10	40	R			To 89-1735				NA		NA	1997
(1729)						To 89-1727				NA		NA	1997
(1730)	0.15	160	R			From Dead End				NA		NA	1997
(1730)	0.09	140	R			To 89-1736				NA		NA	1997
(1730)	0.91	130	R			From 89-1735				NA		NA	06/21/2000
(1731)	0.11	30	R			To 89-1728				NA		NA	1997
(1732)	0.22	120	R			From 89-1733				NA		NA	1997
(1732)						To Dead End				NA		NA	1997
(1733)	0.29	240	R			From 89-1734				NA		NA	1997
(1733)						To Dead End				NA		NA	1997
(1734)	0.45	120	R			From 89-1735				NA		NA	1997
(1735)	0.42	190	R			To 89-1730				NA		NA	1997
(1735)						From 89-1730				NA		NA	1997
(1736)	0.34	30	R			To 89-1730				NA		NA	1997
(1736)						To 89-1728				NA		NA	1997
(1737)	0.30	70	R			From 89-1730				NA		NA	1997
(1737)						To 89-1728				NA		NA	1997
(1738)	0.14	110	R			From FOREST DR				NA		NA	1997
(1738)	0.22	250	R			To BOUNDARY DRIVE				NA		NA	1997
(1740)	0.08	NA				To 89-1728				NA		NA	
(1740)						From 89-00687(B)/				NA		NA	
(1741)	0.42	NA				To 89-01741(R)/				NA		NA	
(1741)						From 89-01740(R)/				NA		NA	
(1742)	0.10	NA				To Cul-de-Sac/				NA		NA	
(1742)						From 89-01741(B)/				NA		NA	
(1742)						To 89-01743(B)/				NA		NA	

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						2Axle	3+Axle	1Trail	2Trail				
Stafford County													
(1743)	0.32	NA				From Dead End/				NA		NA	
						To Cul-de-Sac/							
(1744)	0.10	NA				From 89-01741(B)/				NA		NA	
						To 89-01743(B)/							
(1745)	0.07	NA				From Cul-de-Sac/				NA		NA	
						To 89-01743(B)/							
(1750)	0.19	NA				From 89-820				NA		NA	
						To Cul-de-Sac							
(1751)	0.19	NA				From Cul-de-Sac				NA		NA	
						To 89-820; 89-821							
(1752)	0.40	NA				From Cul-de-Sac				NA		NA	
						To 89-820							
(1753)	0.32	NA				From Cul-de-Sac				NA		NA	
						To 89-820							
(1754)	0.18	NA				From 89-820				NA		NA	
						To Cul-de-Sac							
(1755)	0.50	NA				From Cul-de-Sac				NA		NA	
						To 89-820							
(1756)	0.42	NA				From 89-1755				NA		NA	
						To Cul-de-Sac							
(1757)	0.31	NA				From Cul-de-Sac				NA		NA	
						To 89-1756							
(1758)	0.12	NA				From 89-1757				NA		NA	
						To Cul-de-Sac							
(1770)	0.08	NA				From 89-01489(B)/				NA		NA	
						To Cul-de-Sac/							
(1771)	0.09	NA				From 89-01772(B)/				NA		NA	
						To 89-01489(B)/							
(1772)	0.15	NA				From Cul-de-Sac/				NA		NA	
						To Cul-de-Sac/							
(1773)	0.04	NA				From Cul-de-Sac/				NA		NA	
						To 89-01489(B)/							
(1774)	0.09	NA				From 89-01489(B)/				NA		NA	
						To Cul-de-Sac/							
(1775)	0.07	NA				From 89-01482(B)/89-01776(U)/				NA		NA	
						To Cul-de-Sac/							
(1776)	0.17	NA				From Cul-de-Sac/				NA		NA	
						To 89-01482(B)/89-01775(U)/							

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						2Axle	3+Axle	1Trail	2Trail							
Stafford County																
(1777)	0.04	NA				From	Cul-de-Sac/					NA		NA		
						To	89-01471(U)/89-01482(B)/									
(1790)	0.31	NA				From	89-01486(U)/					NA		NA		
						To	Dead End/									
(1791)	0.09	NA				From	89-01790(B)/					NA		NA		
						To	Cul-de-Sac/									
(1792)	0.05	NA				From	89-01607(B)/					NA		NA		
						To	Cul-de-Sac/									
(9399)	0.61	2100	R			From	89-640					NA		NA		09/11/2000
						To	89-627									
(9400)	0.11	480	R			From	89-627; 89-1005					NA		NA		09/11/2000
						To	89-627									
(9430)	0.39	2400	R			From	GARRISON ELEM SCH					NA		NA		09/27/2000
						To	89-1209									
(9464)	0.11	730	R			From	89-1011					NA		NA		1994
						To	89-1011									
(9486)	0.77	1300	R			From	89-610					NA		NA		09/27/2000
						To	89-648									
(9487)	0.17	330	R			From	US 1					NA		NA		09/11/2000
						To	US 1									
(9498)	0.07	610	R			From	69-754					NA		NA		09/27/2000
						To	89-754									
(9906)	0.21	130	R			From	89-1117; 89-1136					NA		NA		09/27/2000
						To	89-1136									
(9946)	0.10	380	R			From	89-659					NA		NA		09/27/2000
						To	89-659									
(9947)	0.12	1300	R			From	89-607					NA		NA		09/27/2000
						To	89-607									
(9948)	0.12	400	R			From	89-630					NA		NA		09/27/2000
						To	89-630									